OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START
OF
ROLL

ROLL

240

AGENCY
NAME: ODOT

Support Services

SERIES TITLE:

Contracts

FIRST RECORD
ON REEL:

Contract #9606

REDUCTION
RATIO:

21X

1983 N. Grants Pass Interchge.- 9606
Rock Point Sec. (Grad, pav, sign,
barriers & illumination)

9606

STATE COPY

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
MAR 20 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO. 10	**REPORT NO.** 4	**COUNTY** Jackson & Josephine	**DIVISION** Oregon
DATE OF REPORT 3-17-86	**REPORT MADE BY** 3-17-86 W. N. Bryant, Area Engineer		**PROJECT NO.** I-5-1(95)
COMPLETION DATE (Actual) 4-20-86	**ACCEPTANCE DATE BY CONRTACT AGENCY** 12/4/85	**TIME ELAPSED** 111 %	**CONTRACT TIME** 250 C.D.

LOCATION

I-5, 6.06 miles West Josephine County Line East 16.38 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NORTH GRANTS PASS INTERCHANGE
ROCK POINT SECTION - PACIFIC HIGHWAY
Grading, Paving, Barriers, Signing, & Illumination

Work completed under this project consisted of roadbed grading, aggregate shoulders, treated base, asphalt concrete pavement, installation of guardrail and concrete barrier, installation of signs and sign structures, installation of illumination, and other incidental work common to this type project.

A contract in the amount of $2,384,020.64 was awarded Western Mixing Company, Eugene, Oregon on 3-24-83. Work began on 4-12-83 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 4-20-84, at a final cost of $2,709,726.81 which includes $2,291,978.76 for original bid item work, $128,381.02 for work completed under approved price agreements, $28,393.77 for work completed under approved extra work orders, $18,551.56 for work completed by State Forces, $4,425.20 credit for salvaged guard rail members and $283,846.90 for construction engineering.

A total of 278 calendar days were used as compared to the 250 calendar days allowed by the contract. A 30 calendar day-time extension was approved on 1-4-84 which eliminated all liquidated damages.

All overruns and underruns have been explained in a satisfactory manner. A copy of the explanation is attached to the Division Office copy of this report. Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with specification requirements.

############

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE W. N. Bryant Area Engineer		**SIGNATURE** Original signed by C. T. CHRISTIANSON	
TITLE Area Engineer	**DATE** MAR 18 1986	**TITLE** for Field Operations Engineer	**DATE** MAR 19 1986

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

CL 1986-0127

9606

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO. CON 5 - 9606

March 17, 1986

Coral Construction Company
P.O. Box 347
Wilsonville, OR 97070

We have received your notice of claim dated January 27, 1986, against the following Highway Division contract:

FILED BY:	Coral Construction Company
AMOUNT:	$14,672.44
FOR:	Material
AGAINST (Prime Contractor):	Western Mixing Co.
CONTRACT NO.:	9606
PROJECT:	N. Grants Pass Interchange-Rock Point Section, Pacific Highway, Jackson and Josephine Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh & McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

United Pacific Ins. Co.
P.O. Box 1788
Eugene, OR 97440

NOTED ON CARD
5/20/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Coral Construction Company
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS

P.O. Box 347
Wilsonville, Oregon 97070
Phone (503) 682-2252

January 27, 1986

State of Oregon
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gormsen

Gentlemen:

Notice hereby is given that the undersigned, Coral Construction Company, an Oregon Corporation, has a claim for furnishing and installing metal median barrier, guardrail, guardrail anchors, rail end pieces, bridge connections, concrete barrier, delineators, signs, and sign supports on the Oregon State Highway Division, Contract No. 9606 in the sum of Fourteen Thousand Six Hundred Seventy Two and 44/Hundredth Dollars ($14,672.44) against the bond taken from Western Mixing Company and United Pacific Insurance Company for the grading, paving, barriers, signing, and illumination on Oregon State Division Contract No. 9606, N. Grants Pass Interchange-Rock Point Section of Pacific Highway in Josephine and Jackson Counties.

Sincerely,

CORAL CONSTRUCTION COMPANY

Jay W. Minor
Secretary-Treasurer

JWM:11

CC: Western Mixing Co.
Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
33405 8th Ave. South C-3000
Federal Way, WA 98003
Attn: Tim McNaughton

RECEIVED
JAN 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0067

9606

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 7, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9606

RECEIVED
FEB 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Foress Sign Company
30255 Hwy 34
Albany, OR 97321

Attn: Thomas M. Snook
Business Manager

We have received your letter dated January 24, 1986, filing a claim against the following Highway Division Contract:

FILED BY: Foress Sign Company

AMOUNT: $8,612.40

AGAINST (Prime Contractor): Western Mixing Co.

CONTRACT NO.: 9606

PROJECT: N. Grants Pass Interchange-Rock Point section, Pacific Highway, Jackson and Josephine Counties

SURETY: United Pacific Insurance Co.

AGENT: Marsh and McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 1788
Eugene, OR 97401

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
2-18-86 ac

[illegible]

4S

FORESS SIGN COMPANY

30255 HIGHWAY 34 • ALBANY, OR. 97321
(503) 928-5658

January 24, 1986

Bob Gromson
O.S.H.D.
Room 121
Transportation Bld
Salem, Oregon 97310

RE: Project #9606 N. Grants Pass/Rock Point

Dear Mr. Gormson;

Foress Sign Co. has been underpaid on their subcontract on the above project by $8,612.40 and wish to file a claim. Please accept this as official notice.

Sincerely,

Thomas M. Snook
Business Manager

RECEIVED
JAN 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Barricade Rental • **Construction Signs** • **Outdoor Advertising** • **Electric Signs**

9606

N

CERTIFIED MAIL - RETURN RECEIPT

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

TELEPHONE 221-0000
AREA CODE 503

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO
Ron Busey
FOR

Info	Inves	R/O	D/R	Sign	Act	File

January 21, 1986

Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co.
Contract No. 9606 - Grants Pass Project
Bond No. U 48 77 83

ATTENTION: Mr. Ron Buse

Dear Mr. Buse:

This office represents United Pacific Insurance Company in connection with the above captioned contract. United Pacific Insurance Company, as you are aware, was the surety on the above captioned project.

We understand that Price Agreement No. 10 has been executed between ODOT and Western Mixing Co. with respect to work to be performed or which was performed by Coral Corporation in an amount of approximately $14,762.00. We further understand that Western Mixing has not yet signed and returned the Price Agreement and, therefore, the above funds have not been disbursed.

Please consider this letter formal notice that the surety is directing the Oregon Department of Transportation to issue only a joint payee check to both Western Mixing Co. and Coral Corporation, or in the alternative, to pay the funds to the surety, c/o the undersigned, for disbursement to Coral Corporation. Under no circumstances is the Oregon Department of Transportation to make any payment directly to Western Mixing Co.

If you are unable to follow either of the foregoing directions, you should then hold payment until you have advised the undersigned and other satisfactory arrangements have been made.

Failure to follow the direction of the surety could result in the Oregon Department of Transportation being required to pay additional funds, which would be unnecessary.

Please give me a call if you have any questions.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

David R. Trachtenberg

DRT/
cc: Charles R. Schrader
cc: Oregon State Highway - Medford Office

December 19, 1985

CON 5
#9606

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Contract No. 9606 awarded to Western Mixing Co. for work on the North Grants Pass Interchange-Rock Point Section of the Pacific Highway in Jackson and Josephine Counties was completed on April 12, 1985, and accepted by the State Highway Division on December 4, 1985.

Final payment in the amount of $1,000.00 will be released to the contractor after December 24, 1985. The total contract amount is $2,448,753.55, including $28,393.77 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Western Mixing Co.
P. O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
V. E. Skogg, Attn: Frank Griffin
James J. Gix

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 5-60	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 2		County Jackson & Josephine
		Project Number I-5-1(95)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 5, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,712,368	$ 2,732,379
Federal funds	$ 2,501,345	$ 2,519,799
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 8, 1985

FEDERAL AID PROJECT NO. I-5-1(95)

NORTH GRANTS PASS INTCHGE.-ROCK POINT SECTION
PACIFIC HIGHWAY
JACKSON & JOSEPHINE COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y101
SAFETY (STA. 1201+00 to STA. 110+12.50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Adjust Rail (PA #68)	$ 1.96	---	$ ---	10,210	$20,011.00

Subtotal $ 20,011.00
Increase $ 20,011.00

Subtotal of Previous Estimate $2,273,261.96
Engineering 296,738.04
Total $2,590,011.00

Type Code Y030
Illumination

Total the same as previous estimate of May 9, 1984 $ 183,768.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,590,011.00	$ 2,388,508.00	$ 201,503.00
Illumination	183,768.00	169,470.00	14,298.00
Subtotal	$ 2,773,779.00	$ 2,557,978.00	$ 215,801.00
Credit for Rail	(41,400.00)	(38,179.00)	(3,221.00)
Total	$ 2,732,379.00	$ 2,519,799.00	$ 212,580.00

Group 1
Contract No. 9606
Prefix: 615-1977; 615-1039
DDB:bkb

9606

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-116	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson & Josephine
MODIFICATION NUMBER 1	5-18-84	Project Number I-5-1(95)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 5, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,663,234.00	$ 2,712,368.00
Federal funds	$ 2,456,034.00	$ 2,501,345.00
Other revisions		

This modification is made for the following reasons: to include in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Glenn A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Benson
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 9, 1984

FEDERAL AID PROJECT NO. I-5-1(95)

NORTH GRANTS PASS INTCHGE.-ROCK POINT
PACIFIC HIGHWAY
JACKSON & JOSEPHINE COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y101
SAFETY (STA. 1201+00 to STA. 110+12.50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Replace Damaged Rail (PA #6)	$ 2.00	$ ----	$ ----	$ 8,950	$ 17,900.00	
Asphalt Removal (PA #1)				All	14,591.32	
				Subtotal	$ 32,491.32	
					Increase	$ 32,491.32
					Subtotal of Previous Estimate	2,240,770.64
					Subtotal	2,273,261.96
					Engineering	296,738.04
					Total	$2,570,000.00

Type Code Y030
Illumination

Total the same as previous estimate of April 21, 1984	$ 183,768.00
Length of Project	0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,570,000.00	$ 2,370,054.00	$ 199,946.00
Illumination	183,768.00	169,470.00	14,298.00
Subtotal	$ 2,753,768.00	$ 2,539,524.00	$ 214,244.00
Credit for Rail	(41,400.00)	(38,179.00)	(3,221.00)
Total	$ 2,712,368.00	$ 2,501,345.00	$ 211,023.00

Group 1 100%
Contract No. 9606
Prefix: 615-1977; 615-1039
RHZ:bkb

9606

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 517	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-9-83	State Oregon County Jackson & Josephine Project No. IR-5-1(95)44

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Grants Pass Int.-Rock Point

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,663,234.00	$ 2,456,034.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 3 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salam, Oregon April 21, 1983

Federal-Aid Project
No. IR-5-1(95)44

North Grants Pass Intchge.-Rock Point Section
Pacific Highway
Jackson and Josephine Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y101
Safety (Sta. 1201+00 to Sta. 110+12.50)

Mobilization			All Required	$ 168,163.00
Temporary Protection and Direction of Traffic			All Required	1,000.00
Temporary Signs	1,264	Sq. Ft.	15.00	18,960.00
Temporary Barricades	6	Each	50.00	300.00
Temporary Plastic Safety Markers	100	Each	32.00	3,200.00
Sequential Arrow Signs	2	Each	10,000.00	20,000.00
Flagmen	2,000	Hour	9.00	18,000.00
Removal of Structures and Obstructions			All Required	55,755.00
Removal of Guard Rail Paint	47,100	Lin. Ft.	.60	28,260.00
General Excavation	16,850	Cu. Yd.	7.00	117,950.00
Furnishing and Placing Topsoil	35	Cu. Yd.	14.20	497.00
Watering	110	M-Gal.	16.00	1,760.00
Aggregate Shoulders	6,500	Ton	7.00	45,500.00
Treated Base Mixture	25,100	Ton	10.00	251,000.00
Cement in Treated Base Mixture	1,380	Ton	77.50	106,950.00
Class "B" Asphalt Concrete Mixture	23,000	Ton	13.50	310,500.00
Asphalt Cement in Mixture	1,380	Ton	180.00	248,400.00
Asphalt in Tack Coat	30	Ton	200.00	6,000.00
12-inch Sewer Pipe	10	Lin. Ft.	22.00	220.00
Metal Median Barrier	850	Each	16.61	14,118.50
Guard Rail, Type 2A	6,760	Lin. Ft.	4.25	28,730.00
Guard Rail, Type 3	125	Lin. Ft.	8.00	1,000.00
Guard Rail Anchors, Type 1	13	Each	245.00	3,185.00
Extra For Guard Rail Bridge Connections	13	Each	200.00	2,600.00
Rail End Pieces, Type B	6	Each	20.00	120.00
Rail End Pieces, Type C	7	Each	55.00	385.00
Drilling Holes in Existing Posts	23	Each	10.00	230.00
Extra Posts with Blocks	200	Each	14.00	2,800.00
Adjust Guard Rail	7,525	Lin. Ft.	3.50	26,337.50

Type 2 Fence	17,800 Lin. Ft.	1.00	17,800.00
CL-6 Chain Link Fence with Pickets	1,330 Lin. Ft.	10.00	13,300.00
Extra for Asphalt Approaches	33 Each	238.90	7,883.70
Concrete Barrier	42,430 Lin. Ft.	13.91	590,201.30
Delineators, Type 2	360 Each	20.00	7,200.00
Delineators, Type 3	90 Each	26.00	2,340.00
Delineators, Type 4	110 Each	10.00	1,100.00
Removal of Existing Sign Installation		All Required	3,600.00
Wood Sign Posts		All Required	6,875.00
Sign Support Footings		All Required	12,300.00
Breakaway Sign Posts		All Required	33,200.00
Single Post Breakaway Sign Supports		All Required	4,000.00
Single Post Slip Base Supports		All Required	12,000.00
Exit Number Sign Supports		All Required	4,000.00
Type "A" Signs in Place	636 Sq. Ft.	18.49	11,759.64
Type "D" and "H" Signs in Place	188 Sq. Ft.	10.00	1,880.00
Move, Modify and Reinstall Existing Signs		All Required	3,562.00
			$ 2,220,670.64

Anticipated Items

Railroad Protective Costs	All Required	$ 5,300.00
Roadside Seeding & Mulching	All Required	600.00
On-the-job Trainees (1,000 hr X $0.80)	All Required	800.00
Permanent Pavement Striping	All Required	12,400.00
Temporary Erosion Control	All Required	1,000.00
		$ 20,100.00
	Subtotal	$ 2,240,770.64
	Engineering	280,095.36
	Total	$ 2,520,866.00

Type Code Y030
Illumination

Removal of Existing Illumination	All Required	$ 8,700.00
Pole Foundations	All Required	17,000.00
Roadway Lighting Poles and Arms	All Required	47,150.00
Luminaires and Ballasts	All Required	9,500.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	81,000.00
	Subtotal	$ 163,350.00
	Engineering	20,418.00
	Total	$ 183,768.00

Length of Project ----------- 0.00 miles

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,520,866.00	$ 2,324,742.00	$ 196,124.00
Illumination	183,768.00	169,470.00	14,298.00
Total	$ 2,704,634.00	$ 2,494,213.00	$ 210,421.00
Credit for Guard Rail & Median Barrier	(41,400.00)	38,179.00)	3,221.00)
Total	$ 2,663,234.00	$ 2,456,034.00	$ 207,200.00

Group 1 100%
Contract No. 9606
Prefix: 615-1977
615-1039

North Grants Pass Intchge.-Rock Point
(Nonparticipating-State Work)

State Responsibility for Damages	All Required	$ 2,000.00

CL 1985-0077

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 8, 1985

IN REPLY REFER TO
FILE NO.:

CON 5
#9606

FILED
APR 11 1985
BARBARA ROBERTS
SECRETARY OF STATE

Clarke Electric, Inc.
PO Box 10326
Eugene, OR 97440

Attention: Nancy Anne Cathey
Vice President

Gentlemen or Ladies:

This will acknowledge your letter dated March 25, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Clarke Electric, Inc.
AMOUNT:	$1,756.13 plus late charges
FOR:	Labor and Material
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9606
PROJECT:	N. Grants Pass Interchange-Rock Point Section, Pacific Highway, Jackson and Josephine Counties
AGENT:	Marsh and McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Clarke Electric, Inc.
PO Box 10326
Eugene, OR 97440

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Dept.
33405 - 8th Ave. s. C-3000
Federal Way, WA 98003

bcc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

NOTED ON CARD
5-2-85 kjm

RECEIVED
APR 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLARKE ELECTRIC, INC.
P.O.Box 10326 Eugene, Or. 97440 (503) 342-7788

March, 25, 1985

Department of Transportation
Transportation Building
Salem, Or 97310

Attn: Robert W. Gormsen
Commission Services

Re: Contract #9606

Dear Sir,

We hereby claim the amount of $ 1,756.13 plus late charges accumulating, on the contract between the Department of Transportation and Western Mixing. This claim is for labor and material supplied on said contract.

Sincerely,

CLARKE ELECTRIC, INC.

Nancy Anne Cathey

Nancy Anne Cathey
Vice President

CERTIFIED
P 713 820 857
MAIL

RECEIVED
MAR 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0026

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. A previous claim was filed with you on October 22, 1984, and assigned CL #84-202.

LED
FEB 20 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 12, 1985

Copeland Sand and Gravel, Inc.
P. O. Box 608
Grants Pass, OR 97526

IN REPLY REFER TO
FILE NO.:

CON 5
#9606

Attention: R. D. Copeland

Gentlemen or Ladies:

This will acknowledge your letter dated January 31, 1985, revising your claim amount against the following Highway Division contract:

FILED BY:	Copeland Sand and Gravel, Inc.
AMOUNT:	$5,030.62
FOR:	Labor, equipment rental and materials
AGAINST (Prime contractor)	Western Mixing Company
CONTRACT No.:	9606
PROJECT:	N. Grants Pass Interchange-Rock Point Section, Pacific Highway, Jackson and Josephine Counties
SURETY:	United Pacific Insurance Company
AGENT:	Marsh and McLennan

3-20-85 gr

According to our records, the previous claim was in the amount of $9,064.25. Your letter of January 31 is to correct the amount to $5,030.62.

We will advise the surety and the contractor of the receipt of this claim correction. We will also forward it to the Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Western Mixing Company, Eugene, OR 97401
United Pacific Insurance Co., Federal Way, WA 98003
United Pacific Insurance Co., Eugene, OR 97440

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND SAND & GRAVEL, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

January 31, 1985

Western Mixing Company
P. O. Box 7335
Eugene, Oregon 97401

place file

Re: OSHD #9606

Gentlemen:

In re-analysis of your account, it was found that we had not allowed credit for the lime and water additives in bid item #14. The enclosed invoice #8484 reflects the following:

24,398.99	Tons per State quantities
-1,074.58	Tons Lime additive
-1,338.07	Tons Total Water
+ 731.97	Tons Natural Moisture in Stockpiles @ 3%

22,718.31 Tons @ 2.40	=	$54,523.95
Previously billed		58,557.58
Amount of Credit	=	$ 4,033.63

Total amount owing to Sand & Gravel, Inc. now amounts to $5,030.62.

Thank you for your attention in this matter. We hope to hear from you soon.

Sincerely,
COPELAND SAND & GRAVEL, INC.

R. D. Copeland, President

RDC/rb

enc

cc: Oregon Dept. of Transportation
Commission Services

RECEIVED
FEB 5

7L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION North Grants Pass Int -Rock Point	WEEK ENDING October 27,1984
		SECTION PREFIX 615-1039
	HIGHWAY Pacific	COUNTY Jackson
NAME OF JOB N. Grants Pass Int-Rock Point	KIND OF WORK Grading, Paving, Signing, Barrier & Illum	
CONTRACTOR Western Mixing Company	CONTRACT NUMBER 9606	FEDERAL AID PROJECT NUMBER IR-5-1(95)44
DATE OF CONTRACT March 24,1983	DATE WORK STARTED April 24,1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION: 0	SPECIFIED CALENDAR DAYS 280	CALENDAR DAYS USED 278
PROJECT AUTHORIZATION: $ 2,665,485.72	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 2,474,996.07	ENGINEERING AUTHORIZATION $ 192,489.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,419,277.26	ENGINEERING COST TO DATE $ 281,192.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN -2 %	PERCENT OF AUTHORIZATION 146 %	DATE PROJECT WAS COMPLETED: April 20,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	16.39	16.39			
MILES PARTIALLY COMPLETED					16.39
MILES COMPLETED	16.39	16.39			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,850cy	31,600tn			16.39
TOTAL QUANTITIES CORRECTED TO DATE	14,000cy	30,000tn			23,000tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,000cy	30,000tn			22,130tn
AVERAGE DAILY QUANTITIES					22,130tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 29 1984
CONSTRUCTION SECTION
CE F CM ...... TC ......
COE ...... OM ...... SA ...... CC ......
CA ...... TE ......
CoII ...... MA ......
CP ......
FILE ......

CONTR. NO: 9606 DATE: Oct.27,1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No activity
MONDAY 22	No activity
TUESDAY 23	No activity
WEDNESDAY 24	No activity
THURSDAY 25	No activity
FRIDAY 26	No activity
SATURDAY 27	No activity

REMARKS

STATUS: The semifinal estimate has been submitted and no further reports will be submitted.

VISITORS:

NEXT WEEK:

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

91 CL 84-202

1

bc: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

E D
OCT [illegible] 1984
NO[illegible] PAULUS
SECR[illegible]

October 18, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9606

Copeland Sand & Gravel, Inc.
PO Box 608
Grants Pass, OR 97526

Attention: R. D. Copeland
President

Gentlemen or Ladies:

This will acknowledge your letter of October 10, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Copeland Sand and Gravel, Inc.
AMOUNT:	$9,064.25
FOR:	Labor, equipment rental and materials
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9606
PROJECT:	N. Grants Pass Interchange-Rock Point Section, Pacific Highway Jackson and Josephine Counties
SURETY:	United Pacific Insurance Co.
AGENT:	March and McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-29-84 kjm

RECEIVED
OCT 24 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Western Mixing Co.
PO Box 7335
Eugene. OR 97401

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND PAVING, INC.
P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

October 10, 1984

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Re: OSHD #9606
Western Mixing Company

Gentlemen:

For your information we provided labor, equipment and materials on the above referenced project for the prime contractor, Western Mixing Company, for a total amount of $49,849.15 of which they have paid $47,615.59 leaving a balance due of $2,233.56.

The amount due of $2,233.56 constitutes a carryover balance of $1,113.21 from October 1983 and $1,120.35 was for work performed during August 1984.

Thank you for your consideration in this matter.

Sincerely,
COPELAND PAVING, INC.

R. D. Copeland, President

RDC/rb

cc Western Mixing Company

RECEIVED
OCT 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

96 CL 84-201

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

FILED
OCT [illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

October 18, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9606

Copeland Paving, Inc.
PO Box 608
Grants Pass, OR 97526

Attention: R. D. Copeland
President

Gentlemen or Ladies:

This will acknowledge your letter of October 10, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Copeland Paving, Inc.
AMOUNT:	$2,233.56
FOR:	Labor, equipment and materials
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9606
PROJECT:	N. Grants Pass Interchange-Rock Point Section, Pacific Highway, Jackson and Josephine Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh and McLennan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
11-29-84 kjm

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Western Mixing Co.
PO Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

731-0146

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND SAND & GRAVEL, INC.
P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

October 10, 1984

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Re: OSHD #9606
Western Mixing Company

Gentlemen:

For your information we provided labor, equipment rental and materials on the above referenced project for the prime contractor, Western Mixing Company, for a total of $163,855.48 of which they have paid $154,791.23 leaving a balance due of $9,064.25.

The amount due represents 1983 and January 1984 purchases.

Thank you for your attention in this matter.

Sincerely,
COPELAND SAND & GRAVEL, INC.

R. D. Copeland, President

RDC/rb

cc Western Mixing Company

RECEIVED
OCT 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9(CL 84-178

+

bc: ✓ Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 19, 1984

FILED
SEP 24 1984
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9606

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, OR 97301

Attention: Ervin W. Potter

Gentlemen or Ladies:

This will acknowledge your letter of September 14 with attached Notice of Claim on behalf of Plaza Pharmacy, Inc., dba Buy-Rite Fence Company concerning the following Highway Division contract:

FILED BY:	Plaza Pharmacy, Inc., dba Buy-Rite Fence Company
AMOUNT:	$82,184.05
FOR:	Labor and materials
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9606
PROJECT:	N. Grants Pass Interchange-Rock Point Section, Pacific Highway, Jackson and Josephine Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Marsh and McLennan

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As requested, attached is a copy of the Performance Bond furnished by Western Mixing Company and his surety.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
9-26-84 kjm

cc: Western Mixing Co.
United Pacific Insurance Co., Federal Way, WA and Eugene, OR.

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
SARAH K. RINEHART
L. E. ASHCROFT

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-6733

September 14, 1984

CERTIFIED MAIL, No. 738857
RETURN RECEIPT REQUESTED

Mr. Robert W. Gormsen, Manager
Transportation Commission
121 Transportation Building
Salem, Oregon 97310

Re: Contract No. 9606, dated March 24, 1983 by and between the State of Oregon, by and through its Transportation Commission and Western Mixing Co., North Grants Pass Interchange-Rock Point

Dear Mr. Gormsen:

Enclosed is the Notice of Claim of Buy-Rite Fence Company against the bond of Western Mixing Co. for the amounts remaining unpaid Buy-Rite Fence Company as sub-contractor on the above job.

We respectfully request a copy of the bond furnished by Western Mixing Co.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By: EW Potter

EWP:kg
Encl. as noted

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Mr. Robert W. Gormsen, Manager
Transportation Commission
121 Transportation Building
Salem, Oregon 97310

Mrs. Norma Paulus
Secretary of State
136 State Capitol
Salem, Oregon 97310

Mr. Scott Benge, General Manager
Western Mixing Co.
P. O. Box 7335
Eugene, Oregon 97401

RE: Contract No. 9606, dated March 24, 1983 by and between the State of Oregon, by and through its Transportation Commission and Western Mixing Co., North Grants Pass Interchange-Rock Point

Notice is hereby given that Plaza Pharmacy, Inc., doing business as Buy-Rite Fence Company, has a claim against the bond of Western Mixing Co. for labor and materials on the above job, to-wit: for wire, posts, barbed wire, concrete, fencing materials, labor, travel and subsistence expense necessary to complete the subcontract of Buy-Rite Fence Company with Western Mixing Co. on the above job.

Claim is made against the bond of Western Mixing Co. for the sum of $82,184.05 due Buy-Rite Fence Company from Western Mixing Co. on the above job and remaining unpaid.

Buy-Rite Fence Company commenced work on the above job May 10, 1983 and completed their work on the job October 21, 1983. $ 28,016.23 has been paid to date to Buy-Rite Fence Company and there remains due and owing to Buy-Rite Fence Company from Western Mixing Co. the sum of $82,184.05 with finance charge thereon at the rate of 1-1/2% per month from October 21, 1983 until paid.

Six months have not expired following the acceptance of the work by the Transportation Commission.

PLAZA PHARMACY, INC.,
dba Buy-Rite Fence Company

Kenneth W. Cecil
By: Kenneth W. Cecil, President

SUBSCRIBED AND SWORN to before me this 29th day of August, 1984.

Lynnda R. Null
Notary Public for Oregon
My Commission Expires: ____________
MY COMMISSION EXPIRES 07-24-88

RECEIVED
SEP 1[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

September 18, 1984

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, OR 97301

CON 4

Attention: Ervin W. Potter

Gentlemen or Ladies:

We are returning your letter dated September 5, 1984, with attached Notice of Claim as it appears the project is not a State Highway Division contract.

The letter refers to Contract No. 9606 which is a State Highway Contract and we received a letter from you dated September 14, 1984, filing a claim of Buy-Rite Fence Company.

The claim attached to the September 5th letter refers to a project for construction of the Alaska Tundra Exhibit in the Washington Park Zoo.

We assume that the claim was sent to us in error.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

Attachments

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
SARAH K. RINEHART
L. E. ASHCROFT

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-6733

September 5, 1984

CERTIFIED MAIL, No. 738849
RETURN RECEIPT REQUESTED

Mr. Robert W. Gormsen, Manager
Transportation Commission
121 Transportation Building
Salem, Oregon 97310

Re: Contract No. 9606, dated March 24, 1983 by and between the State of Oregon, by and through its Transportation Commission and Western Mixing Co., North Grants Pass Interchange-Rock Point

Dear Mr. Gormsen:

Enclosed is the Notice of Claim of Buy-Rite Fence Company against the bond of Western Mixing Co. for the amounts remaining unpaid Buy-Rite Fence Company as sub-contractor on the above job.

We respectfully request a copy of the bond furnished by Western Mixing Co.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By: EW Potter

EWP:kg
Encl. as noted

cc: Mr. Kenneth W. Cecil

RECEIVED
SEP 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Clerk of the Council
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201

The Project, Inc.
1438 N.W. 23rd Avenue
Portland, Oregon 97201

The Surety Insurance Company
of California
c/o J. Terrence Bittner
Bittner and Barker
Attorneys at Law
1120 Crown Plaza
1500 S.W. First Avenue
Portland, Oregon 97201

RE: Contract dated February 25, 1983 by and between Metropolitan Service District and The Project, Inc., a Joint Venture
The Alaska Tundra Exhibit, Washington Park Zoo, Portland, Oregon

Notice is hereby given that Plaza Pharmacy, Inc., doing business as Buy-Rite Fence Company, has a claim against The Project, Inc., a joint venture, The Surety Insurance Company of California and against the bond of said contractors given to the Metropolitan Service District in connection with the above contract for construction of The Alaska Tundra Exhibit in the Washington Park Zoo, Portland, Oregon, for labor and materials furnished on the above job, to-wit: for wire, posts, barbed wire, concrete, fencing materials, labor, travel, subsistence and standby time furnished The Project, Inc. and the Metropolitan Service District for the construction of said exhibit hereinabove described.

Claim is made against The Project, Inc., Metropolitan Service District and the bond of The Project, Inc. for the sum of $14,168.88 for labor and materials and $2,776.30 standby time, for a total of $16,944.98 due Buy-Rite Fence Company from The Project, Inc. on the above job and remaining unpaid.

Buy-Rite Fence Company commenced work on the above job in March of 1983 and continued the job until October 17, 1983, the date the general contractor stopped work on the project. There remains due and owing to Buy-Rite Fence Company the said sum of $16,944.98 together with finance charge thereon at the rate of 1-1/2% per month from October 17, 1983 until paid.

Six months have not expired following acceptance of the work by Metropolitan Service District.

RECEIVED
SEP 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLAZA PHARMACY, INC.,
dba Buy-Rite Fence Company

x Kenneth W. Cecil
By: Kenneth W. Cecil, President

SUBSCRIBED AND SWORN to before me this 29th day of August, 1984.

x Lynnda R. Null
Notary Public for Oregon
My Commission Expires MY COMMISSION EXPIRES 07-24-8

rll

U. S. DEPARTMENT OF TRANSPORTA..ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(95)44
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Jackson
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30055

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Grants Pass Interchange - Rock Point Section

11. GENERAL DESCRIPTION OF WORK
Credit to Project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 5/18/84 I approve the Credit to the subject project for salvaged guardrail materials for a total credit in amount of $41,425.20, Federal Funds $38,111. (SFO #7)

RECEIVED
STATE HWY ENGR
10 JUN 1 '84
REFER TO Potter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

Orig. 6/1

14. DATE 5/30/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hussner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

96

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(95)44
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Jackson
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30055

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/16/84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Grants Pass Interchange - Rock Point Section

11. GENERAL DESCRIPTION OF WORK
Clear roadside hazard of small trees and branches for sign visibility

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/16/84 as requested in Mr. Fredrickson's letter of 5/18/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $120, Federal Funds $110.

RECEIVED
STATE HWY ENGR
JUN 1 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
6/1

14. DATE 5/30/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-1(95)44
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Jackson
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 30055

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/28/84	Interstate 5	Primary 1

10. GENERAL LOCATION:
North Grants Pass Interchange - Rock Point Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install electric power service for highway illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/28/84 as requested in Mr. Fredricksons' letter of 5/18/84 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 5 representing work to be performed by Portland General Electric is approved for a TEC of $12,854, Federal Funds $11,854.

RECEIVED
STATE HWY ENGR
JUN 1 '84
REFER TO Potter
FOR
Info | Inses | R/D | D/R | Sig | Act | File

Orig to
6/1

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/30/84	G. K. Hassner	for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

4606

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(95)44
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Jackson
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30055

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/1/84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Grants Pass Interchange - Rock Point Section

11. GENERAL DESCRIPTION OF WORK
Furnish and place shoulder rock and drain pipe along paved flares at guardrail terminal ends

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/1/84 as requested in Mr. Fredrickson's letter of 5/18/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $2,487, Federal Funds $2,288.

RECEIVED
STATE HWY ENGR
JUN 1 '84
REFER TO Potter
FOR
Info R/D D/R Sign Act

Orig. all

14. DATE 5/30/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Jackson Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1950

SECTION: Grants Pass - Rock Point Pacific Hwy #1

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 615-1914

DATE: 12-21-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 29,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		6,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		2,000
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 45,300
PREVIOUS AUTHORIZATION	$	
ADD. AUTH. REQUIRED	$	

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IR-5-1(105)11

LOCATION ENGINEER'S REMARKS

This project is to repair existing PCC pavement. At the location stage, Bridge decks & joints will be reviewed. If Bridge work is done, there is a RR structure & a crossing of the Rogue River. Permanent signing will be done on a separate contract.

1 [illegible] ✓
Anderson
Adams
[illegible]
2 Edwards
[illegible]
3 [illegible]
[illegible]

RECEIVED
FEB 17 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY orig. signed by W. Maude	DATE 12-21-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE 2/1/84
RECOMMENDED, REGION ENGINEER X orig. signed by J.X.Wilson	DATE 12-21-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-14-84	

734-1914 (7-82)

PART 1 — PROJECT REQUEST

wo

KEY ID #	1950
REGION	3
	8-1-83

SECTION Grants Pass-Rock Point

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1	Pacific	FROM 58.15 TO 43.10	15.05

☐ JRBAN ☒ RURAL	CITY	COUNTY Josephine/ Jackson	ROAD/STREET NAME
ROUTE # I-5	FEDERAL AID # I-5	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 85
RIGHT OF WAY		$
ROADWAY	$ 3037	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 152	
	$	
30% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 911	
TAL CONSTRUCTION		$ 4,100
TOTAL ESTIMATE		$ 4,185

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	3
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	2/86	4R	82-87 Six Yr. Program '86

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (00 $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (00 $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	18,000	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM
There is varying degrees of distress in the existing P.C.C both directions. All lanes need slab stabilization and re pairs.

PROPOSED SOLUTION
R & R about 27,000 sq. yds. of 8" P.C.C. with 10" P.C.C. and stabilize all slabs by pumping and undersealing. Install about 6 miles of subdrains.

REQUESTED, REGION ENGINEER	DATE 8-1-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PART 1 — PROJECT REQUEST (Cont.)

KEY ID #

SECTION Grants Pass-Rock Point

REGION 3 8-1-83

PROJECT JUSTIFICATION

Two projects completed in 1961-62 are included in this section. The outside lane is beyond repair in many places both northbound and southbound. If repair steps are taken soon enough, the life of this surface will be extended approximately 15 years.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Grants Pass - Rock Point

REGION 3 12-21-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED 70	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10		12	12	Var	12	12		10				
				"		"	"	Var	"	"						
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Repair exist. PCC 10"		—			
~~AC~~					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	NA			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1 [illegible] -83)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Grants Pass - Rock Point

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS
None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN
None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY
None other than safety from pavement repairs

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES
None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES
None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES
None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☑ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

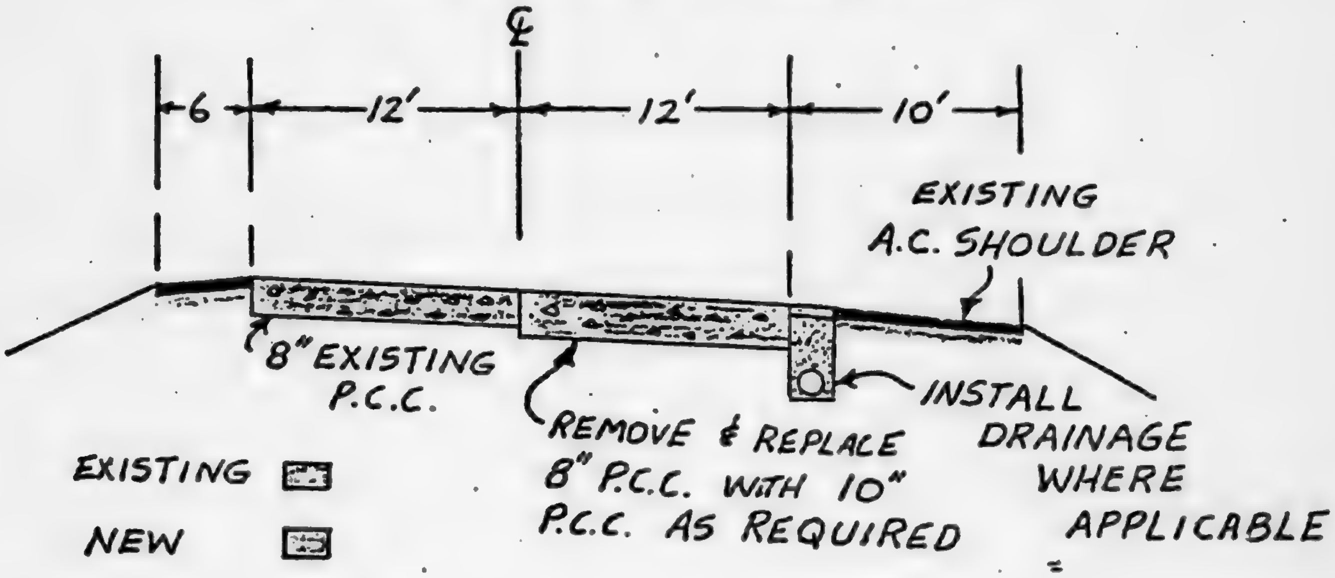
PREPARED BY
X

TELEPHONE NUMBER
776[illegible]

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

Grants Pass - Rock Point
M.P. 43.10 to M.P. 58.15

Description: This project covers sections of Reinforced PCC Pavement constructed in two projects. These projects were completed in 1961 and 1962. The pavement has distress in various areas. Some of these problems are related to fill settlements. The current two-way ADT is about 18,000.


℄
6
12'
12'
10'
EXISTING A.C. SHOULDER
8" EXISTING P.C.C.
REMOVE & REPLACE 8" P.C.C. WITH 10" P.C.C. AS REQUIRED
INSTALL DRAINAGE WHERE APPLICABLE
EXISTING
NEW

Strategy:

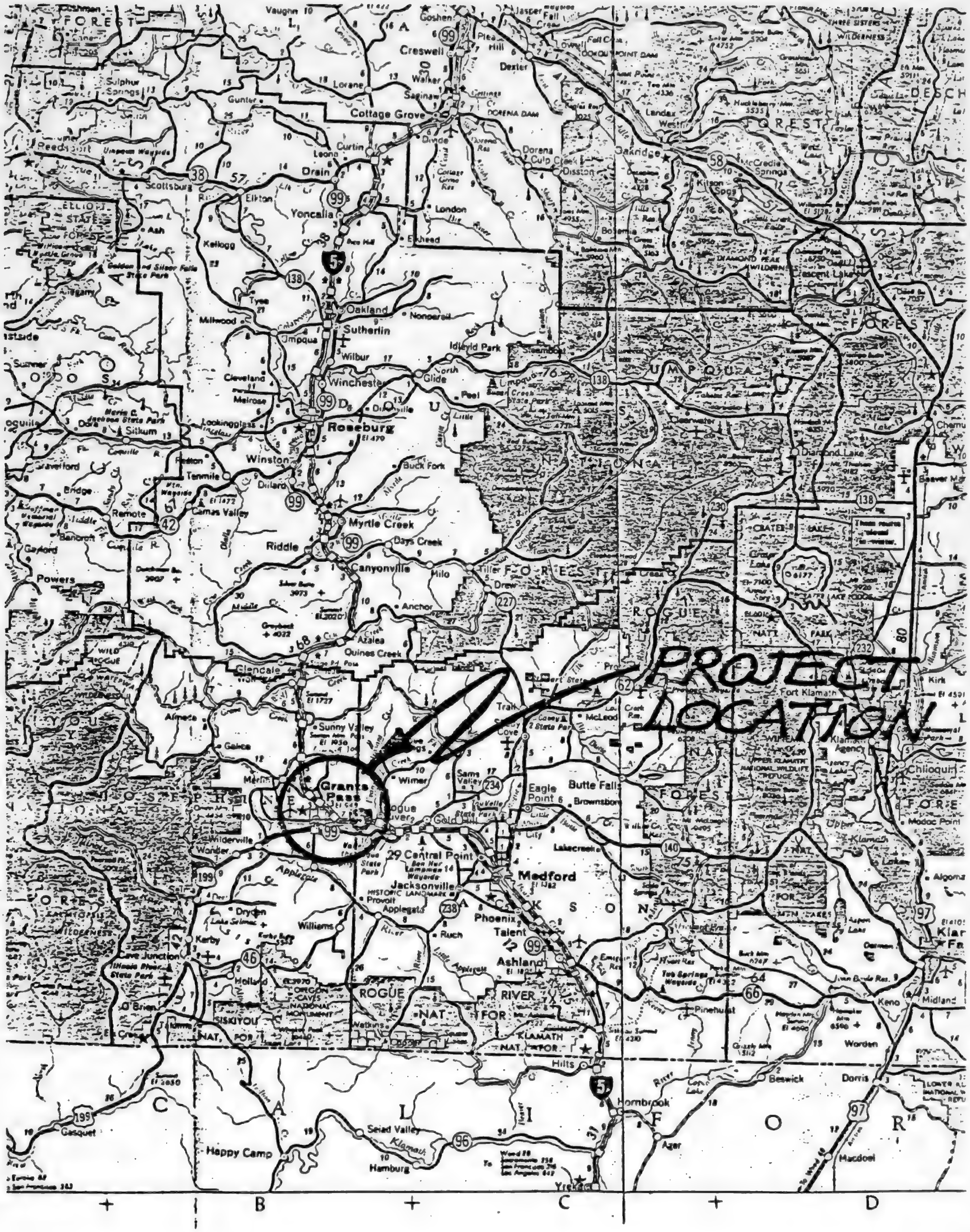
1) Remove and replace approximately 27,000 square yards of 8" PCC Pavement at various locations with 10" PCC.

2) Repair joints as required, clean and seal all joints.

3) Pumping/undersealing of all slabs, both lanes.

4) Requires installation of subdrains for approximately six miles.

ESTIMATED COST $ 4,100,000


PROJECT LOCATION

Vaughn
Goshen
Creswell
Pleasant Hill
Dexter
Lookout Point Dam
Sulphur Springs
Gunter
Lorane
Walker
Saginaw
Cottage Grove
Dorena Dam
Reedsport
Umpqua Wayside
Curtin
Leona
Divide
Dorena
Culp Creek
Disston
Oakridge
Westfir
Landax
McCredie Springs
Scottsburg
Drain
Elkton
Yoncalla
London
Kitson Spgs
Ash
Elliott State Forest
Kellogg
Elkhead
Golden and Silver Falls State Park
Diamond Peak Wilderness
Crescent Lake
Allegany
Tyee
Oakland
Nonpareil
Millwood
Sutherlin
Umpqua
Wilbur
Idleyld Park
Steamboat
Sumner
Cleveland
Winchester
Glide
Peel
Melrose
Dixonville
Roseburg
Lookingglass
Sitkum
Coquille
Dora
Winston
Buck Fork
Fairview
Tenmile
Dillard
Diamond Lake
Broadbent
Bridge
Remote
Camas Valley
Myrtle Creek
Riddle
Days Creek
Canyonville
Milo
Tiller
Drew
Powers
Anchor
Azalea
Quines Creek
Glendale
Wild Rogue Wilderness
Prospect
Fort Klamath
Trail
Shady Cove
McLeod
Almeda
Sunny Valley
Galice
Merlin
Wimer
Sams Valley
Eagle Point
Butte Falls
Brownsboro
Grants Pass
Rogue River
Gold Hill
Chiloquin
Klamath Agency
Upper Klamath National Wildlife Refuge
Wilderville
Wonder
Central Point
Medford
Lakecreek
Jacksonville
Provolt
Applegate
Phoenix
Talent
Ruch
Williams
Kerby
Cave Junction
Holland
Oregon Caves National Monument
Ashland
Pinehurst
Keno
Midland
O'Brien
Siskiyou Nat. For
Rogue River Nat. For
Klamath Nat. For
Hilts
Hornbrook
Beswick
Dorris
Worden
Gasquet
Seiad Valley
Happy Camp
Hamburg
Ager
Yreka
Macdoel
Crater Lake
Douglas
Josephine
Jackson
Klamath
Umpqua
Forest
Rogue
California
5
99
38
138
42
227
62
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4bcb

ill

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(95)44

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Jackson
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30055

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/7/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

North Grants Pass Interchange - Rock Point Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install two signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/7/83 as requested in Mr. Keasey's letter of 11/9/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $4,600 Federal Funds $4,242.

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO Potter
FOR
Info | Instr | R/D | D/R | Sign | Act | File

Orig to
11/21

14. DATE 11/15/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7606 1-5 N

ROAD DESIGN SECTION

LOC 17
DES 16

Frank E. Terpin
Location Engineer

August 2, 1983

Donald R. Adams
Final Design Engineer

N. Grants Pass Intchge.-Rock Point
Pacific Highway
Jackson and Josephine Counties
Prefix 615-1977

This is a project that laid around in Final Design for a number of years. It underwent a great change in scope.

The project, as it came in, involved an overlay and barrier. The project that was contracted was primarily a barrier project.

The study necessary in reviewing the project to downscope it was a time-consuming process, for past job records had to be pulled from the files and researched.

NEM:ja

Attachment

cc Norman E. Mann

1 Versteeg ✓
Andersen
Adams
[illegible]
Staudenmayer
Terpin
Trent
[illegible]

RECEIVED
AUG 04 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: DON ADAMS
FINAL DESIGN

DATE: July 7, 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
GRANTS PASS - ROCK POINT
PACIFIC HIGHWAY
JACKSON COUNTY
615-1977

DESIGN SECTION
Action

Function 905. FINAL DESIGN charges for the subject project

☒ have substantially exceeded
☐ apparently will exceed

the current authorization.

Please promptly furnish this office, as indicated below, ~~your total anticipated charges and~~ the justification for the increase above the presently approved amount.

Expendiures on record through 5/15/83 (date) $ 31,195.32

Funding needed from ______ (date) to completion $ ——

Total amount needed $ 31,195.32

CURRENT SURVEY AUTHORITY $ 10,000 -

Justification (not in generalities):

FET:PL:ge

9606 8

r11

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTRA[illegible]ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(95)44
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30055

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/83
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Grants Pass Interchange - Rock Point Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install warning signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/12/83 as requested in Mr. Keasey's letter of 5/19/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $183.87 Federal Funds $170.

RECEIVED
STATE HWY ENGR
MAY 27 '83
REFER TO Potter
FOR
Info Inves R/D O/R Sign Act File

Orig to
5/27

14. DATE 5/24/83
15. SIGNATURE OF APPROVING OFFICIAL Malach
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 25, 1983

In Reply Refer to
File No

CON

R. B. DeLand, Director
Rogue River Multi-Service Center
P. O. Box 343
Rogue River, Oregon 97537

The Federal Highway Administration has asked us to investigate and report to you on a guardrail project in Southern Oregon which came to your attention.

We recently awarded a project on Interstate 5 between Rocky Point and North Grants Pass Interchange. Included in the contract work on this safety improvement project are median and guardrail improvements totalling $617,000 in a total contract cost of approximately $2,400,000. This work involved the replacement of substandard metal median barrier with a concrete median. This type of work is typical of the completed safety work which stretches from the California border to the Portland area on Interstate 5.

There is nothing new about any of the guardrail types as this kind of work has been done since the late 1960's on interstate highways in Oregon.

A considerable savings in maintenance and property damage occurs from the use of the concrete type safety barrier.

We hope this clarifies any concerns you might have had regarding a multi-million dollar waste in Southern Oregon.

for W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

NOTED
W. E. SCHWARTZ

U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

APR 4 1983

REFER TO:
HNG-1

Mr. R. B. DeLand
Director, Rogue River
Multi-Service Center
P.O. Box 343
Rogue River, Oregon 97537

Dear Mr. DeLand:

This is in reply to your March 4 letter to the President regarding use of Federal-aid highway funds in southern Oregon. You objected to a project you have heard of which involves installation of a new type of guardrail at a cost of $16 million.

We contacted our Division Administrator in Oregon, Mr. Dale E. Wilken, to discuss your concern. He has advised us that he is not aware of any $16 million project to install new guardrail in the southern part of the State. He mentioned that there are several projects along I-5 in various counties which involve reconstruction (grading, paving, structures work, safety improvements, etc.) and include some guardrail replacement. However, these projects do not involve $16 million in guardrail work.

I can only suggest you contact the Oregon Department of Transportation (ODOT) to discuss your concern. Under established Federal-State procedures, ODOT officials select projects for Federal funding and are responsible for planning, design, and construction. Consequently, they are in the best position to comment on any plans they may have for guardrail replacement projects in southern Oregon. The address is State Transportation Building, Room 135, Salem, Oregon 97310.

I will send a copy of this correspondence through Mr. Wilken to ODOT officials so they will be aware of your concern. Thank you for writing.

Sincerely yours,

Ronald E. Heinz

Ronald E. Heinz
Chief, Highway Design Division

cf
4/18
R/D
due
4/28

RECEIVED
STATE HWY ENGR

APR 15 '83

REFER TO
Gix

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

5
130 T

RRMSC ROGUE RIVER MULTI-SERVICE CENTER
132 Broadway • P. O. Box 343 • Rogue River, Oregon 97537
Phone (503) 582-1482 or 855-1530

March 4, 1983

Hon. Ronald Reagan
President of the United States
The White House
Washington, D. C.

Dear Mr. President:

I am frustrated, confused and upset! I was not overly concerned with the gas tax as I understand the need for maintenance of highways, but when I see the commencement of work in Southern Oregon is $16,000,000.00 to install a new type barrier, then I get damned mad! No wonder people have lost confidence in government! As the old Indian said, "They talk with forked tongues." This 5¢ tax on gasoline is going to impact the older American on fixed income, not only directly, but indirectly.

Please, Mr. President, we are with you on essential needs, but you would have a hard time justifying new barriers on a stretch of highway almost accident free. There are highways that need work, let's put it there where it belongs! The freezing of cost of living increases, increases in local taxes, increased medical costs are sounding a death knell. Most of us worked hard all our lives to achieve property and now have an almost total loss of status. Our years of contributing to growth and joy in our country and communities are no longer recognized. We are being priced out of the use of parks, services, libraries and public building. Some of us are even scorned by our children. We want back in on life instead of being relegated to secondclass citizens. It is high time the elders of this country be recognized as valid members of American Society!

Mr. President, maintenance just isn't enough--there must be improvement. A tattered image is unacceptable. Please help!

Sincerely,

R. B. DeLand
Director

CC: Sen. Hatfield
Sen. Packwood
Rep. Weaver

RBDeL/md

N. Grants Pass Intch. – Rock Point

B.T.		
009	Removal of G. Rail Paint	28,260 ^{00}
0024	metal median Barrier	14,118.50
025	Guard Rail Type II A	28,730.00
026	Guard Rail Type III	1,000.00
027	Guard Rail Anchors Type I	3 185.00
028	Br. Conn.	2 600.00
029	End Pieces Type B	120.00
030	" " " C	385.00
031	Drill Posts	230.00
032	Extra Posts w/Blocks	2,800.00
033	Adjust Guard Rail	26,337.50
		107 766
037	Conc. Barrier	509, 201.30
		616 967.30

Total Amount of Contract B.I's 2,384,020.64

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
Pacific Highway, Jackson and Josephine Counties
Paving

Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
Green Springs Highway, Klamath County
Paving

Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

Same as No. 1.

6. Salmon Creek-Salt Creek
Willamette Highway, Land County
Paving

Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
Pacific Highway East, Marion County
Grading, Paving and Signals

Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
Columbia River Highway, Multnomah County
Paving

Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

Same as No. 1.

9. Booth Lane-Imbler
Wallowa Lake Highway, Union County
Paving

Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(95)44

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Jackson
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30055

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Grants Pass Interchange - Rock Point Section

11. GENERAL DESCRIPTION OF WORK
Grading, paving, barriers, signing & illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Railroad Protective Services	$53,000
On-the-Job training	$ 800
Permanent Pavement Striping S.F	$12,400
Temporary Erosion Control	$ 1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,117,314, Federal funds $2,874,790.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR
Info | R/D | D/R | Sgn | Act

orig to
3/7

14. DATE 2-23-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 10-70)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

1-4-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-5-1(68)44

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Jackson
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
I-501A

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
1/4/82

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Grants Pass - Rock Point Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 12/8/81 I approve the revised Preliminary Engineering Costs to a TEC of $132,400 Federal Funds $108,500.

(Increase TEC $23,900 Federal Funds $22,050)

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO Moehring
FOR
Info | Invs | R/D | D R | [✓ Sign] | Act | File

Orig
1-11-82

14. DATE
1/4/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 21, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Program Change
Item No. 90285
Project No. I-5-1(95)44
N. Grants Pass Intchge.-Rock Point Sec.
Josephine & Jackson Counties

I request approval to joint fund the subject project with Interstate System 3R funds to cover the proposed rehabilitation and resurfacing of the ramps on the various interchanges within the limits of the project. This will require modifications in the project data as follows:

1) Project Number: Change to read "I-IR-5-1(95)44.
2) Appn Code: Add "044".
3) Class of Federal Funds: Change to read "...& Interstate System 3R".
4) Work Type: Add "Y008".
5) Estimate Project Cost by Phases: Change CONST. to read...

APPN CODE	TEC	FF	SF	%
041	$1,789,080	$1,649,890	$139,190	92.22
044	1,488,720	1,312,753	175,967	88.18
	$3,277,800	$2,962,643	$315,157	

Form 734-3122

6) Project Data: Add " 4) Rehabilitation and resurfacing of the ramps on the various interchanges within the limits of the project".

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

JLG:bkc

cc: Lou Olson
General Files

9606

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-1(94)
N. Grants Pass Inchg -
Rock Point Section
Pacific Highway

Date: January 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer

I concur with the salvage values for guardrail members proposed in Mr. Versteegs's January 14 memorandum. Following is Mr. Christensen's summary of estimated quantities and costs:

Guardrail & Hardware	
518,300 # @ $0.073	$37,835.90
Guardrail Posts	
1100 (10 yr.) @$1.00	1,100.00
1650 (20 yr.) @$0.50	825.00
Guardrail blocks	
6570 @ $0.25	1,642.50
	$41,403.40

The project will be initially credited with $41,403.40 and adjusted later when the actual amount of salvaged material is known.

G.K. Hossner
G. L. Green

cc:
OSHD (E S Hunter)

RECEIVED
STATE HWY ENGR
JAN 31 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9606

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-15-80

FEDERAL AID PROJECT NO. -5-1(95)44

STATE PROJECT NO. See below

FROM:

G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 90285

COUNTY NAME Jackson & Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, OR

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR
Info Inves R/O D/R Spn Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-15-80

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

North Grants Pass Interchange - Rock Point Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program change - see below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PR-9 dated 12-19-79 I approve the program change to extend the westerly limits of the subject project to I-5, 6.06 miles West Josephine County Line, East 16.38 miles. Also, I approve the additional construction funds for a TEC of $1,105,000 - Federal Funds $1,019,000.

(Increase TEC $670,000 - F.F. $617,843)

DATE 1-15-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-012

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1980

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 16'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dear Mr. Green:

Re: N. Grants Pass Intchg.-Rock
Point Section
Pacific Highway
Josephine & Jackson Counties

We propose to require the contractor on the project to remove the existing metal median barrier and portions of the existing guardrails. The contractor will be permitted to use any part of the removed material which meets current standards in the construction of new guardrail. It is anticipated there will be an excess of 72,390 feet of guardrail.

We will specify the unused rail members, posts and hardware remain the property of the State. The contractor will stockpile the salvaged material in the Grants Pass Maintenance Yard.

The project will be credited in the amount of $0.073 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.025 per pound.
2. Extra cost to the contractor for hauling and stockpiling in the maintenance yard = $0.048.

The median barrier was originally constructed under a 1960 contract with 12 foot 6 inch post spacing. Under a 1969 contract on the Grants Pass-Evans Creek Section, extra posts and blocks were added to 6'-3" post spacing. Thus, some posts are about twenty years old and some about ten years old.

The salvage value of the ten year old posts is considered to be $1.00 each and the twenty year old posts $0.50 each, blocks $0.25 each. We estimate about 80% of the ten year old posts and blocks and 50% of the twenty year old posts will be reusable.

Form 734-3122

The estimated quantities and costs are:

Guardrail and hardware - -	
518,300 lbs. @ $0.073	$37,835.90
Guardrail posts	
1100 (10 Yr.) @ $1.00	1,100.00
1650 (20 Yr.) @ $0.50	825.00
Guardrail blocks	
6,570 @ $0.25	1,642.50
Total	$41,403.40

Initially the project will be credited for $41,403.40. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

This proposal has been discussed and tentatively approved by Mr. Hossner of the F.H.W.A.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By: DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

FE/db

cc: E. S. Hunter
D. H. Moehring
D. E. Swan
Alfred Shirley
Jack Sullivan
Fred Eriksen

[illegible] Rogue River

ROAD DESIGN SECTION

J. X. Wilson
Regional Maintenance Engineer

October 30, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Subject: Rogue River Illumination

In response to your earlier letter of October 5, 1979, the Bridge Section is pursuing FHWA participation in the cost of modifying the high-mast-tower installation at Rogue River to provide for lowering devices.

The initial answer was that it was not eligible for FAI funding. The Bridge Section is making another pitch to FHWA for their approval of using FAI funds.

DOC:ja

cc W. J. Hart
F. Ericksen

RECEIVED
OCT 30 1979
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Christensen
2 Olson [illegible]
Sullivan
Tarpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 5, 1979

FILE: MAI 12
CON 5

FROM: J.X. WILSON
Regional Maintenance Engineer

J.X. Wilson

SUBJECT: Rogue River Illumination

TO: Hal Versteeg
Road Design Engineer
SALEM

Bill Maude has recommended that lowering devices for the high-mast-tower illumination installation at Rogue River be provided in the upcoming projects between Grants Pass and Rock Point.

The Region Office endorses that recommendation for the following reasons:

1. There are four working days lost in picking up and returning the operating basket.
2. Unnecessary fuel is used traveling to and from Portland for the basket.
3. We are rapidly running out of people willing to travel to the top of the poles in the basket to service the luminaires. Although we can't flatly state that the basket is unsafe, it seems to be an unnecessary additional hazard.

I hope you agree with this recommendation and can secure FHWA participation in the cost of modifications.

jxw/cp

cc: W.J. Hart
R.L. Schroeder
G. Thornton
W. Maude

10/12/79
FHWA will not participate with FAI funds. Walt Hart to discuss use of other funds with Ed Hunter.
DOB

1 Versteeg ✓
Anderson
copy Christensen
2 Olson
copy Sullivan
1 Terpin
Trout
Wakerlig

RECEIVED
OCT 0 9 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

1983 Green Springs Hwy. at Kerns Swamp Rd. SE of Klamath Falls. (Paving) 9607

96-7

rll

I

US Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 10/19/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. HES-15(2)
COMPLETION DATE (Actual) 7/11/83	ACCEPTANCE DATE BY CONRTACT AGENCY 2/24/84	TIME ELAPSED 93.3 %	CONTRACT TIME 30 calendar days

LOCATION

Approximately 3 miles east of the community of Keno, Klamath County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GREEN SPRINGS HIGHWAY @ KERNS SWAMP ROAD SECTION
GREEN SPRINGS HIGHWAY
Paving

This project provided for the improvement of the highway at this location to reduce the hazard potential caused by poor alignment. This was a joint project with the Highway Division maintenance forces doing the grading and irrigation ditch relocation work and the base and paving being done by contract.

The final cost of the original contract items was $117,808.50 or a 6.8 percent overrun of the contract bid amount of $110,337. The final cost of the project including all changes and engineering was $173,242.67.

A final inspection of the completed work was made on July 27, 1983. The contractor's claim noted in this report has been settled on a non-participating basis.

All participating work has been completed.

All project signing and striping is complete.

RECEIVED
[illegible] HWY ENGR
OCT 23 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ag 10/29

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D B Carter Area Engr		SIGNATURE G. K. Hossner [illegible] HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/22/84	TITLE Field Operations Engineer	DATE 10/22/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

March 7, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9607

Gentlemen or Ladies:

On March 1, 1984, we wrote to you concerning release of final payment on Contract No. 9607 awarded to Meridian Rock, Inc. for paving on the Green Springs Highway at Kerns Swamp Road in Klamath County.

Final payment on this contract is $3,128.17 and the total contract amount is $120,071.67. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Meridian Rock, Inc.
PO Box 2594
White City, OR 97503

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9607

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-52	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 3		Project Number HES-15(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 177,669.00	$ 193,700.00
Federal funds	$ 159,902.00	$ 174,330.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of November, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 28, 1983

Federal-Aid Project No. HES-15(2)

Green Springs Hwy. @ Kerns Swamp Road
Green Springs Hwy.
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 20,700.00
		Total	$ 20,700.00

Type Code I000
Paving (Sta. 13+00 to Sta. 26+00)

Subtotal of previous estimate of April 21, 1983	$ 111,867.00

Previous Estimate

Aggregate Base	6,100 Ton	9.25	$ 56,425.00

Revised Estimate

Aggregate Base	6,894 Ton	9.25	$ 63,769.50
PPL Line Relocation (SFO #1) Revised Costs	All Required		37,773.00
			$ 101,542.50
		Increase	$ 45,117.50
		Subtotal	156,984.50
		Engineering	16,015.50
		Total	$ 173,000.00

Length of Roadway	0.246 mi.
Cost of Roadway Per Mile	$ 703,252.03

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,700.00	$ 18,630.00	$ 2,070.00
Paving	173,000.00	155,700.00	17,300.00
Total	$ 193,700.00	$ 174,330.00	$ 19,370.00

Group 1 100%
Prefix: 18-1951
Prefix: 18-1009

9607

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 511	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 2	5-3-83	Project Number HES-15(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,700.00	$ 177,669.00
Federal funds	$ 18,630.00	$ 159,902.00
Other revisions		

This modification is made for the following reasons: to include the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 21, 1983

Federal-Aid Project
No. HES-15(2)

Green Springs Hwy. at Kerns Swamp Road
Green Springs Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering		All Required	$ 20,700.00

Type Code I000
Paving (Sta. 13+00 to Sta. 26+00)

Mobilization		All Required	$ 3,500.00
Temporary Protection and Direction of Traffic		All Required	1,700.00
Temporary Signs	121 Sq. Ft.	18.00	2,178.00
Temporary Barricades	2 Each	100.00	200.00
Temporary Plastic Safety Markers	28 Each	65.00	1,820.00
Flagmen	200 Hour	1.00	200.00
Aggregate Base	6,100 Ton	9.25	56,425.00
Class "B" Asphalt Concrete	1,300 ton	32.00	41,600.00
Extra for Asphalt Approaches	6 Each	75.00	450.00
Delineators, Type 1	26 Each	19.00	494.00
Roadside Seeding and Mulching	1 Acre	1,500.00	1,500.00
			$ 110,067.00

Antcipated Items

Permanent Pavement Striping	All Required	$ 1,800.00
	Subtotal	$ 111,867.00
	Engineering	15,102.00
	Total	$ 126,969.00

Length of Roadway ---------------- 0.246 mi.
Cost of Roadway Per Mile----------$516,134.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,700	$ 18,630	$ 2,070
Paving	126,969	114,272	12,697
Retained	30,000	27,000	3,000
	$ 177,669	$ 159,902	$ 17,767

Group 1	100%
Contract No.	9607
Prefix:	18-1951

Green Springs Hwy. at Kerns Swamp Road
Nonparticipating-State Work

Multiple Mailbox Supports	3 Each	90.00	$ 270.00

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 11-4-82	State Oregon
MONTHLY TRANSACTION NUMBER 11-38	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
PROJECT REPORT NUMBER		Project Number HES-15(2)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 18, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$10,000.00	$20,700.00
Federal funds	$ 9,000.00	$18,630.00
Other revisions		

This modification is made for the following reasons: to include approved funds for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon November 1, 1982

Federal-Aid Project
No. HES-15(2)

Green Springs Hwy. @ Kerns Swamp Road Section
SR in Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering (M.P. 53.5 to M.P. 53.6)

Preliminary Engineering	All Required	$20,700.00
	TOTAL	$20,700.00

Length of Project --------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,700.00	$ 18,630.00	$ 2,070.00
Retain in Program			
Contract Work	100,000.00	90,000.00	10,000.00
TOTAL	$120,700.00	$108,630.00	$12,070.00

Group 1 100%
Prefix: 18-1951

STATE COPY ~~[illegible]~~ FILE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-120	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	te Oregon County Klamath Project No. HES-15(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 66, 3 mi. N.E. of Keno

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-29-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,000.00	$ 9,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator APR 18 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

Oregon State Highway Division
Salem, Oregon April 13, 1979

Federal Aid Project
No. HES-15(2)

Green Springs Hwy. @ Kerns Swamp Road Section
SR in Klamath County

Project Agreement Estimate

Type Code PE
Preliminary Engineering (MP 53.5 to MP 53.6)

Preliminary Engineering	All Required	$10,000.00
	Total	$10,000.00

Length of Project. . . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 9,000.00	$ 1,000.00
Retain in Program			
Contract Work	100,000.00	90,000.00	10,000.00
Total	$110,000.00	$99,000.00	$11,000.00

Group 1 - 100%
Prefix 18-1951

21

ROAD DESIGN SECTION 378-6558

D. D. Allen
Region 4 Engineer, BEND

November 9, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

Green Springs Hwy. @ Kerns Swamp Rd. Section
Green Springs Highway
Klamath County

RECEIVED
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ROAD DESIGN SECTION

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We are forwarding herewith a reproducible map (9B-19-3) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-15(2)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Klamath
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 90151
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/24

7. DATE AUTHORIZATION EFFECTIVE: 11/6/81
8. FEDERAL ROUTE NUMBER: Primary 15
9. STATE ROUTE NUMBER: Primary 21
10. GENERAL LOCATION: Green Springs Highway at Kerns Swamp Road Section
11. GENERAL DESCRIPTION OF WORK: Revised Utility Costs
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*
Revised Utility costs
See Below

13. REMARKS

As requested by Mr. Potter's letter of 8/4/83 and contingent upon modification of Project Agreement if additional funds are required, I approve the revised utility costs for Pacific Power and Light Company's aerial power line relocation for a revised TEC of $37,773 Federal Funds $33,396.

(Increase TEC $11,801 Federal Funds $10,021)

14. DATE: 10/18/83
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner
16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9607

[illegible]

SECTION: Green Springs Hwy. @ Kerns Swamp Rd.
HIGHWAY: Green Springs
COUNTY: Klamath

CONTRACT NO.: 9607
F.A.P. NO.: HES - 15 (2)
CONTRACTOR: Meridian Rock, Inc.

NARRATIVE REPORT

GENERAL:

This was a small (only ¼ mile) project that mainly involved taking a crest vertical curve out of a horizontal curve and reducing the degree of the horizontal curve. It also involved relocation of an irrigation ditch and construction of a concrete diversion box and road approaches. It was sort of a combined effort with State Maintenance Forces doing the grading & drainage work and the surfacing and paving being contracted out. This worked fairly well although some difficulty was experienced in coordinating the work.

The contract was awarded March 22, 1983 and only 30 calendar days were allowed in which to do the work once the contractor was notified when work could begin. The contractor used 28 days to complete the project.

GRADING & DRAINAGE:

This work was performed by State Maintenance Forces and began in late Spring after the ground dried out. Most of the excavated material was placed in an earthfill dam that was constructed on adjacent property through a R/W agreement. The remainder was used to widen shoulders along Hwy. 97.

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The drainage work is satisfactory except for a few spots in the relocated irrigation ditch bank that are seeping water. These may have to be sealed or the ditch lined at a later date.

This work was nearing completion by the end of May and the contractor was notified that he could commence work on June 1, 1983.

SURFACING:

Base aggregate was 3/4" - 0 and was furnished by a local commercial supplier, CustomRock Products, Inc.. The contractor hauled and placed the material.

The contractor erected the project signs June 7 th - 8 th, moved equipment in on the 9 th and started hauling aggregate base to the center of the project where the grading was completed on June 10 th..

A concerted effort was required at each end of the project where the widened section tapered back into the old road. It had to be excavated out and backfilled with base rock the same day. This leaned toward a tendency to have the contractor and State Forces running over each other. June 13, at the northerly end of the project, wet unstable material was encountered in a low lying area near subgrade elevation. This problem was compounded by the discovery of a culvert that had been severed by the burying of a telephone cable, thus allowing collected water to enter the subgrade and further saturate it. At this point, the contractor was issued a stop-work order (effective June 14 th) , while the grading crew subexcavated this area about four feet and backfilled it with pit run granular material.

Contract work resumed June 27 th after all mainline grading work had been completed. All the aggregate base was placed by July 1 st and completely finished and compacted by July 6 th..

PAVING:

Paving was done by a subcontractor, Rogue River Paving, Inc.. The subcontract covered only the placing of the mix. It was furnished by a local commercial supplier, Stukel Rock & Paving, Inc. and the prime contractor hauled it to the jobsite.

Paving began July 6 th with the base course and the top lift was completed the next day on the main line. All paving, including approaches and mailbox widening, was completed on July 8 th..

DELINEATORS & MAILBOXES:

These were installed July 11 th and the contractor finished his cleanup work and moved off the project the same day.

The mailboxes were of the new multiple support design and exhibit lack of stability as we have noticed on other similar installations.

CONCLUSION:

This was a very worthwhile project that eliminated a very hazardous situation created by poor sight distance and an intersection on a curve. The job in itself turned out quite well and good workmanship is evident.

B. N. Hatcher

B. N. Hatcher
Project Manager
August [illegible]

SECTION: Green Springs Hwy. @ Kerns Swamp Rd.
HIGHWAY: Green Springs
COUNTY: Klamath

PREFIX: 18-1009
CONTRACT NO. 9607
F.A.P. NO.: HES-15 (2)

STATEMENT OF OVERRUNS & UNDERRUNS

	Original Amt.	Semi-Final Amt.	± %
Contract Amount	$110,337.00	$117,943.50	+ 7 %
Anticipated Items	31,800.00	28,914.00	- 9 %
Contingencies	6,396.17	0.00	- 100 %
Engineering	12,792.33	14,500.00	+ 13 %
TOTALS	$161,325.50	$161,357.50	0

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Bid Item No.	Item	Unit	Original	Semi-Final	± %
7.	Aggregate Base	Ton	6,100	6,894.14	+ 13 %

Encountered a soft area in subgrade and used some aggregate base to correct. Also widened area constructed for school bus stop.

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mG

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FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Green Springs Hwy. @ Kerns Swamp Road

WEEK ENDING: August 27, 1983

SECTION PREFIX: 18 - 1009

HIGHWAY: Green Springs

COUNTY: Klamath

NAME OF JOB: Green Springs Hwy. @ Kerns Swamp Rd.

KIND OF WORK: Paving

CONTRACTOR: Meridian Rock, Inc.

CONTRACT NUMBER: 9607

FEDERAL AID PROJECT NUMBER: HES - 15 (2)

DATE OF CONTRACT: March 22, 1983

DATE WORK STARTED: June 7, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 30

CALENDAR DAYS USED: 28

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

PROJECT AUTHORIZATION: $ 161,325.50

EXCLUSIVE OF ENGINEERING: $ 148,533.17

ENGINEERING AUTHORIZATION: $ 12,792.33

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 146,857.50

ENGINEERING COST TO DATE: $ 14,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN 1 %

PERCENT OF AUTHORIZATION: 111 %

DATE PROJECT WAS COMPLETED: July 11, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100		100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25				0.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.25				0.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,100				1,300
TOTAL QUANTITIES CORRECTED TO DATE	6,894				1,352
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,894				1,352
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21		0		
MONDAY 22		0		
TUESDAY 23		0		
WEDNESDAY 24		0		
THURSDAY 25		0		
FRIDAY 26		0		
SATURDAY 27		0		

RECEIVED
AUG 29 1983
CONSTRUCTION SECTION
FOE ✓ OCS SCS EEO CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

21 SUNDAY	
22 MONDAY	
23 TUESDAY	
24 WEDNESDAY	No contract work on project this week.
25 THURSDAY	
26 FRIDAY	
27 SATURDAY	

REMARKS

Contract work completed on project July 11, 1983.

Working on Semi-Final in office. Semi-Final will be submitted next week.

Third Notification submitted 8/26/83.

Final Report.

SIGNED B. N. Hatcher LOCATION Klamath Falls

B. N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP·F216

August 4, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
Aerial Power Line Relocation
Pacific Power & Light Company
Green Springs Highway @ Kerns Swamp Rd.
Green Springs Highway
Klamath County
Project No. HES-15(2)

Reference is made to my letter of November 24, 1981 which submitted an estimate of cost for the relocation of Pacific Power and Light Company's power transmission and distribution facilities and to your Letter of Approval and/or Authorization, dated December 2, 1981 which approved participation in the estimated cost of $25,972. Copies of my letter and your PR-1240 are attached.

The relocation of the aerial power line facilities has been completed and a final billing of cost, in the amount of $37,773, received. The final cost of $37,773 exceeds the estimated cost of $25,972 by $11,801 or 45.44%% Pacific Powert& Light Company, in a letter dated June 20, 1983, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached. A tabulation of estimated and actual costs is also attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. Pacific Power & Light Company has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $37,773 is requested.

JMC/GAP/llr
Attachments
cc: ~~E. S.~~ Hunter
J. M. Cartwright
R. O. Havig
Rich Evans

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TECHNICAL SERVICES
AUG 8 '83
REFER TO
FOR
File ☐
Act ☐
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STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

cc: H. S. Coulter
Region (HCM-010)

INITIAL REPORT &
FINAL INSPECTION

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Klamath	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-27-83	David B. Carter, Area Engineer	HES-15(2)

IN COMPANY WITH
Barry Hatcher, Project Manager, OSHD

NOTED
W. E. SCHWARTZ

LOCATION
Approximately 3 miles lost of the community of Keno, Klamath County, Oregon

CONTRACTOR NAME AND ADDRESS
Meridian Rock, Inc., P. O. Box 2594, White City, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3/22/83	$110,337.00	30 calendar days	See below	6/7/83

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	93	100

REMARKS

GREEN SPRINGS HIGHWAY at KERNS SWAMP RD. SECT.
GREEN SPRINGS HWY
Paving

This project provided for the improvement of the highway at this location to reduce the hazard potential caused by poor alignment. This was a joint project with the Highway Division maintenance forces doing the grading and irrigation ditch relocation work and the base and paving being done by contract.

The contract work is complete and acceptance of the contract is recommended.

Some minor work remains for State forces to do to complete the project. This work involves some shoulder work on the west end of the project on the west bound lane and some possible irrigation ditch work to stop some leakage. The irrigation ditch was relocated as part of the project.

The contractor has filed a claim for an extra move in and move out. Maintenance forces encountered a wet spot at the east end of the project which took extra time to correct. Because the project was so short and all other available work had been completed, there was nothing else for the contractor to do until the wet area was corrected. This caused the contractor to move off the project and not return until the wet area was corrected.

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
Pacific Highway, Jackson and Josephine Counties
Paving

Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
Green Springs Highway, Klamath County
Paving

Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

Same as No. 1.

6. Salmon Creek-Salt Creek
Willamette Highway, Land County
Paving

Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
Pacific Highway East, Marion County
Grading, Paving and Signals

Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
Columbia River Highway, Multnomah County
Paving

Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

Same as No. 1.

9. Booth Lane-Imbler
   Wallowa Lake Highway, Union County
   Paving

   Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

   Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINIST[illegible]ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-15(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80260

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:
Green Springs Highway at Kerns Swamp Road

11. GENERAL DESCRIPTION OF WORK
High type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $121,530, Federal funds $109,377.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/7

14. DATE 2-23-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-15(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80260

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/12/82

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:
Green Springs Highway at Kerns Swamp Road

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 7/1/82 I approve the revised Preliminary Engineering Costs to a TEC of $20,700 Federal Funds $18,630.

(Increase TEC $10,700 Federal Funds $9,630)

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO. Moehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig to
7-19-82

14. DATE 7/12/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9-7

December 10, 1981

Mr. Tom Walsh, Vice Chairman
Oregon Transportation Commission
3015 SW First Avenue
Portland, OR 97201

ORG 5

Copy
ORG 5

Dear Tom:

Please sign the enclosed Confirmation Report of Action Taken Under Delegated Authority and return to me in the enclosed envelope.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Encls.

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

> On December 3, 1981, gave verbal approval to J. B. Boyd, Right of Way Manager, of an agreement with Emitt District Improvement Company for the relocation of the Company's irrigation facilities to accommodate the reconstruction of Green Springs Highway at Kerns Swamp Road in Klamath County.

Dated this ____ day of ________________, 19____

____
Tom Walsh, Vice Chairman
Oregon Transportation Commission

1-7

AGR

Jack Cartwright
Utilities Unit

December 9, 1981

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 7427

Attached is a fully executed copy of an agreement with Emitt District Improvement Company which provides for the relocation of the Company's irrigation facilities to accommodate the reconstruction of Green Springs Highway at Kerns Swamp Road. This agreement was approved by Tom Walsh on December 3, 1981, and has been signed by Mr. Coulter.

It is my understanding that you will transmit this agreement to the District Company. We have retained a fully executed copy of this agreement for the Transportation Commission's files.

fkn

Att.

ROW 18-4

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 4, 1981

JBBoyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Construction Agreement
Emitt District Improvement Co.
Green Springs Highway @ Kerns
Swamp Road Section
Green Springs Highway
Klamath County

Attached are two copies of a construction agreement between the Oregon Transportation Commission, Highway Division and Emitt District Improvement Company which provides for the relocation of the Company's irrigation facilities to accommodate the reconstruction of Green Springs Highway at Kerns Swamp Road. The Company's facilities occupy private property or State Highway right-of-way with a prior right. Therefore, the cost of adjusting the Company's facilities is reimbursable. The reconstruction of the Company's facilities will be accomplished as part of the State's construction.

Because of the necessity of early State involvement, I have contacted Vice-Chairman, Tom Walsh, because I could not contact Chairman Yturri, of the State Transportation Commission and he has given me verbal approval to proceed on December 3, 1981. Please execute the agreement. Have it included in the consent calendar for Mr. Walsh and return the signed agreements to Mr. Jack Cartwright for transmittal to the Emitt District Improvement Company.

cc: Chairman Yturri
Tom Walsh
Roger Trygstad

RECEIVED
STATE HWY ENGR

DEC 7 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: J. B. Boyd
Right of Way Manager

DATE: November 25, 1981

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Construction Agreement
Emitt District Improvement Co.
Green Springs Highway @ Kerns
Swamp Road Section
Green Springs Highway
Klamath County

Here are two copies of a construction agreement between the Oregon Transportation Commission, Highway Division, and Emitt District Improvement Company which provides for the relocation of the Company's irrigation facilities to accommodate the reconstruction of the Green Springs Highway at Kerns Swamp Road.

The Company's facilities occupy private property or State Highway right of way with a prior right, therefore, the cost of adjusting the company's facilities is reimbursable. The reconstruction of the Company's facilities will be accomplished as part of the State's construction.

The agreement is being forwarded for your review and approval and forwarding for approval by the State Highway Engineer. Please arrange for telephonic approval by the Commission, as the State wishes to proceed with the reconstruction of Company's facilities as soon as possible.

JMC/llr
Attachment
cc: John Gunter
Wayne Cobine
R. O. Havig

approved by Tom Walsh verbally.
12/3/81
JB

RIGHT OF WAY ADMINISTRATION
RECEIVED
NOV 25 1981
JB
M AM ADM RBR CA RS
PMS AS CE OS TA RUE
C 1 2 3 4 F

7-7

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]TION

12-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-15(2)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90151

2A. COUNTY NAME Klamath

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/6/81

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:
Green Springs Highway at Kerns Swamp Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 11/24/81 this will confirm the advance approval date of 11/6/81 to proceed with the actual adjustment of the aerial power line by Pacific Power and Light Company on an actual cost basis estimated to be $25,972 Federal Funds $23,375.

I approve the agreement with the Pacific Power and Light Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
DEC 4 '81
REFER TO: Mehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

orig 12/4

14. DATE 12/2/81

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hosner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

96-27

CON [illegible]
[illegible] Spgs

ROW 18-4

November 24, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operations Programming Engineer

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
Green Springs Highway @ Kerns Swamp Rd. Sect.
Green Springs Highway
Klamath County
Project No. HES-15(2)

RECEIVED
TECHNICAL SERVICES
NOV 27 '81
REFER TO
FOR
Info | Invest | R/D | [illegible] | [illegible] | Act | File

Here is a copy of an estimate of cost to adjust Pacific Power and Light Company's facilities dated October 12, 1981, and a sketch showing their proposed relocation.

A certification prepared by Richard O. Havig as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated June 1, 1981 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 6, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $25,972.

JMC/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig

1617 10 - 27

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-15(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90151

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/81

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION: Green Springs Highway at Kerns Swamp Road Section

11. GENERAL DESCRIPTION OF WORK: Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/30/81 I approve the program change adding Utility Adjustments to the character of proposed work.

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

14. DATE 10/27/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90151
Project No. HES-15(2)
Green Springs Hwy. @ Kerns Swamp Rd. Sec.
Klamath County

I request approval of a program change to add the "Utility Adjustment" phase of work, with construction type code Y060, and authorization to proceed with the work at an estimated total cost of $20,000 with an obligation of $18,000 in Federal (90%) funds.

This request is initiated to expedite the adjustment of Pacific Power & Light Company facilities to avoid conflict with the prime contractor during construction of the project.

Support data for the work will be submitted under separate action.

JLG:bkc
Attachments

cc: Jack Cartwright
General Files

Form 734-3122

7607

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

4 28 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-15(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90151

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
4-28-81

8. FEDERAL ROUTE NUMBER
Primary 15

9. STATE ROUTE NUMBER
Primary 21

10. GENERAL LOCATION:
Green Springs Highway at Kerns Swamp Road

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4-22-81, you are now authorized to proceed with all phases of right of way acquisition for file no. 51776 as shown on R/W Map 9B-19-3 at a TEC of $3,500 - Federal funds $3,150.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
TATE HWY ENGR
APR 30 '81
REFER TO
[illegible]
FOR

Info	Inve:	R/D	D/R	Sign	Act	File

orig to:
4-30-81

14. DATE
4-28-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9607

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 22, 1981

PRO 6-2

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90151
Project No. HES-15(6)
Green Springs Hwy. @ Kerns Swamp Rd. Sec.
Klamath County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-19-3 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right-of way acquisition at an estimated total cost of $3,500 with an obligation of $3,150 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

Funds for this project are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

7207 W

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

April 7, 1981

J. H. Versteeg
Road Design Engineer

File No. 51776
Green Springs Highway at
Kerns Swamp Road Section
Green Springs Highway
Klamath County

Attached is a description, an authorization and prints for one file (4 parcels) for the subject project, scheduled for fiscal third quarter of 1982.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

1607

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Green Springs Hwy of Kerns Swamp Rd KLAMATH

DATE: March 18, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAR 20 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment:

CC: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. Engineer:(4)D.D.Allen
Dist. Eng.: (11)J.L. Gunter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8002 2 260

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
2-5 80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Williamson River Bridge #5478 KLAMATH

DATE: March 18, 1980

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as~~ [illegible]

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

BEN GIFFORD

2 5 80

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8002 2 370

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8002 2 370 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By
ENVIRONMENTAL MANAGEMENT SECTION 3/3/80

PNRS 8002-2-370

The Oregon Department of Fish and Wildlife has no objection to the Williamson River Bridge #5478 Project in Klamath County if the following conditions are observed during construction:

1. Adequate measures are taken to minimize turbidities which could arise during construction.
2. No pollutants of any type are allowed to enter the waterway (i.e., petroleum products, fresh concrete, silt).
3. Soils disturbed by the project are stabilized and revegetated.
4. All project debris is removed from the stream.
5. Project timing, planning and implementation are coordinated with John Fortune, district fishery biologist. He can be contacted at 4343 Miller Island Road, Klamath Falls, Oregon 97601, telephone number 884-4461.

We appreciate the opportunity to review and comment on this project.

cc: John Fortune
Len Mathisen

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVE
FEB 22 1980
DIVISION OF STATE LAN

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: [illegible]   Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ( ) Please coordinate the implementation of the proposal with us.
- (✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands   By

A-7 (#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

February 5, 1980

TO

Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning & Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

FROM

Wm L Crawford for
D. E. Swan
Operation Programming Engineer

SUBJECT

Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 11
Section: Green Springs Hwy. at Kerns Swamp Road
Highway: Green Springs Hwy. OR. RT. 140
County: Klamath

noted
H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 6, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 4 Engr: D. D. Allen
Dis. 11 Engr: J. L. Gunter
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 19 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Green Springs Hwy. at Kerns Swamp Road			
11	12] PROJECT LOCATION—CITY Green Springs Hwy. OR. RT. 140	PROJECT LOCATION—COUNTY Klamath	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Correct horizontal and vertical alignments to provide a safer facility.

06 12] [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
99,000	-----	11,000	-----	-----	110,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: February 5, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	March	20	1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: February 5, 1980

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Category Exclusion according to the new environmental quality guidelines.

HES F- 15(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section Green Springs Hwy.@ Kerns Swamp Road
Highway Green Springs
County Klamath
Region 4
(Attach Sketch Map)

Date January 21, 1980
City -- Hwy. No. 21
Begin M.P. 53.5 Length 0.5 mi.
Program Estimate $110,000.
Funding Source HES

B. Purpose, Need, and Description of Project (Describe Alternatives):

Correct horizontal and vertical alignments to provide a safer facility. There has been numerous accidents and injuries over the past 5 years.

The alternative is no-build.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey --possibly
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

The amount of acreage and the number of parcels in the estimated R/W acquisition is not significant.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	Left turn refuge @ Kerns Swamp Road
Shoulders (Yes/No, Paved, Gravel)	Yes Paved	Yes Paved
Average Daily Traffic (Volume/Year)	2200	2200
Alignment (New, Combined, Existing)		Combined
Speeds (Posted/Estimated)	55 posted	55 posted

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	2 - 3
Estimated Number of Parcels	1 - 2
Residential Relocation (No.)	no
Business Relocation (No.)	no

2. Estimated Impact on Land Use:
   none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
   Safety will be enhanced.
   Traffic flow will be less impeded because of left turn refuge.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
   Minor relocation of small irrigation ditch.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
   none

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:
   none

Hagedorn

Name of Preparer and Pho

U.S. DEPARTMENT TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9607 3-28

FEDERAL AID PROJECT NO. HES-15(2)

STATE PROJECT NO. See below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90151

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO Mackenzie
FOR

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-28-79

FEDERAL ROUTE NUMBER Primary 15

STATE ROUTE NUMBER Primary 21

GENERAL LOCATION:

Green Springs Hwy. at Kerns Swamp Road Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work and archeological salvage
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 19, 1979, I concur that the subject project is a non major action as set forth in FHPM 7-7-2, para. 10e, and that time saving procedures are applicable for the work to be performed (FHPM 8-2-3).

You are now authorized to proceed with the work as shown above for a TEC of $10,000 with Federal participation limited to $9,000.

DATE 3-28-79

SIGNATURE OF APPROVING OFFICIAL E J Valach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1607

STATE OF OREG   INTERO CE MEMO

TO: Dale Allen
Region Engineer

DATE: March 10, 1978

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: Kerns Swamp-Lake Road
Green Springs Highway
Klamath County

As per our telephone discussion, would you please review the subject project. It does appear that a $15,000 survey for a potential $60,000 construction job is out of balance.

DES:dpy

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 13 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

11-125-1307

OREGON STATE HIGHWAY DIVISIO
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 17, 1978

FILE:

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Kerns Swamp-Lake Road
Green Springs Highway
Klamath County

TO: D.H. Moehring, Manager
Office of Project Management

ATTN: D.E. Swan

Attached is an Authority for Survey request on subject project and some correspondence relating to its birth.

It is necessary to get Transportation Commission approval of the project before I can proceed to approve the request. Will you please prepare the request to obtain Commission approval.

3-9-78
Bug, Swan

I question appropriatness of $15,000 or $25,000 survey for $60,000 job. — October letters indicated when funds were available we would make survey. — Need more info as to why we should spend money now. —

Scott

FET:jp
Attach

cc Dale Allen

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE [✓ ☐] OPE ☐
FEB 21 1978

File: PM FA
TAA ________ LG OP

DATE: March 8, 1978

TO: Oregon Transportation Commission

Not sent

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the March 28 meeting will be a request for approval of a location project on the Green Springs Highway.

The Kerns Swamp-Lake Road Section (about five miles west of Klamath Falls) has been a traffic problem for some time. Adverse horizontal curves and restricted sight distance justify a possible relocation at some time in the future. At the recent public meetings concerning the Six-Year Program, local citizens requested this project be investigated for improvement.

The estimated cost for preliminary engineering is $25,000. We propose to use Federal Aid Primary Funds to do this work. Federal share amounts to $21,450 with State match of $3,550.

A determination will be made in the future concerning possible construction of this section.

I recommend your approval of the location project only at this time.

DES:a ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
D. H. Moehring
E. S. Hunter
J. H. Versteeg
F. E. Terpin
D. D. Allen
George Bell

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
February 14, 1978

FILE: PRE LOC

FROM: L. R. Asburry
Regional Federal Aid Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Authority for Survey
Kerns Swamp-Lake Road
Green Springs Highway
Klamath County

Attached is an Authority for Survey for the Kerns Swamp-Lake Road Section of the Green Springs Highway in Klamath County.

This survey is the result of citizen complaints and subsequent replies from H. S. Coulter and the Governor's office. Copies of the correspondence are attached.

The Project Assessment has been submitted directly to the Environmental Section.

LRA:Pw
cc: Dick Steyskal
Enclosures

RECEIVED
[illegible]
Location
Section

1609

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
October 25, 1977

FILE: #21 Hwy

NOTED
H. S. COULTER

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams
11-[illegible]-77

SUBJECT: Ratcliffe Letter on Curve
on Hwy. 66
Green Springs Highway

TO: H. S. Coulter
State Highway Engineer

When Hunter was still Maintenance Engineer we surveyed this curve for realignment. It fell by the wayside when betterment funds were not available. I looked at the project at that time.

We can relocate the curve for approximately $60,000 as we have to move a contour irrigation ditch. If you can find the money, we could do the job but probably could not pave until spring.

The State Police report two non-injury accidents at this curve in the last six months.

CMW:mr

cc: John Gunter

11-7-77
Carl —
How does the project fit with your region wide priority for improvement?
Scott

It has a very low priority
C.M. Williams

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 10 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
OCT 26 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

H

ROE RE RCE FAE
RTE RECEIVED GEO
RUE NOV 8 1977 RDE
RSO REGION 4 RBE
ASSIGNED____________

October 26, 1977

Mr. Joseph W. Ratcliffe
Route 3, Box 319
Klamath Falls, OR 97601

Dear Mr. Ratcliffe:

Yellow [illegible]
TRA 7-5-[illegible]
Green [illegible]

The curve on Highway 66 referred to in your October 18 letter has been a problem for years. Too often, the reflectors we place to mark the curve are knocked down.

The District Engineer reports that curve signs with speed riders and side road symbols are in place. The missing reflectors will be replaced and hopefully we can keep them in position. One tree limb that partially obscures a curve sign will be cut.

A survey of the location will be made for possible relocation of the highway sometime in the future when funds are available.

Thank you for bringing this matter to our attention, and we appreciate your concern for highway safety.

Sincerely,

H. S. Coulter
For State Highway Engineer

CMW:mr ia

bc R. L. Schroeder
C. M. Williams
John Gunter

[illegible] 012768

October 15-[illegible]

RECEIVED
OCT 2[illegible] 1977
Governor's Office

Dear Mr. Straub:

Please prepare draft reply
for Governor's signature
by 11-1
Thank you.

PLEASE RETURN
ORIGINAL LETTER

I am writing to you in regards to a serious situation that exists on Hiway 66 And Kern Swamp Road. It is located in Klamath County.

Over the past six months this dangerous Curve in the highway it Has been numerous accidents. Six of them are on file with the State Highway Patrol. Some of these have Caused injury. And Could have Caused death.

If this continues to exist we may see some fatalities.

All the highway markers that were in place along this section of the highway have not been replaced. The road signs give a straight road with no curve showing. Also tree limbs obscure road signs.

Martin Ki[illegible] has offered the needed land to the State Highway department to take out curve.

The patrol has mentioned many times that the curve should be straightened.

I am asking you in the goodness of your office to have the matter looked into.

Please give me a reply as soon as possible. We would like some action taken.

Kindley Obliged

Joseph W Ratcliffe

Rt 3 Box 319
Klamath Falls, Or.
97601

RECEIVED
OCT 26 1977
OFFICE
DIRECTOR of TRANSPORTATION

1983 Salmon Cr.-Salt Cr. Sec. 9608
the Willamette Hwy. E. of Oakridge.
(Grading and paving)

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-382	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	12-23-86	Project Number F-29(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,330,292.00	$ 1,307,603.00
Federal funds	$ 1,172,651.00	$ 1,152,651.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon December 9, 1986

Federal-Aid Project No. F-29(8)

Salmon Creek - Salt Creek Section
Willamette Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 2195+72 thru Equ. 2218+42 = Sta. 2222+78 thru Equ. 2466+95 = Sta. 2471+45.09)

Subtotal of Previous Estimate of August 8, 1986		$1,162,288.00
	Engineering	135,100.00
	Total	$1,297,388.00

Type Code X031
Structure Br. #2071A (Sta. 2449+14 to 2451+44)

Total of Previous Estimate of April 22, 1983	$ 10,215.00

Length of Roadway ------------------- 6.913 miles
Length of Structures ---------------- 0.144 miles
Total Length ------------------------ 7.057 miles

Cost of Roadway Per Mile ------------ $187,673.66

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	$1,297,388.00	$1,143,647.00	$153,741.00
Structures	010	88.15%	10,215.00	9,004.00	1,211.00
TOTAL			$1,307,603.00	$1,152,651.00	$154,952.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09608
Prefix: C020-1471
Prefix: C09608

Nonparticipating Items

Single Mailbox Supports	11	Each	75.00	$ 825.00
Multiple Mailbox Supports	6	Each	125.00	750.00
State Responsibility for Damages		All Required		2,000.00
			Total	$3,575.00

RLC:me

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 8-104	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER	8-20-86	Project Number F-29(8)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,430,321.00	$ 1,330,292.00
Federal funds	$ 1,260,827.00	$ 1,172,651.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L. Trout
for Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunn
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 8, 1986

Gen Files

Federal-Aid Project No. F-29(8)

Salmon Creek - Salt Creek Section
Willamette Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 2195+72 thru Equ. 2218+42 = Sta. 2222+78 thru Equ. 2466+95 = Sta. 2471+45.09)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	$80.00	4	$ 320.00	0	$ 0.00
Temporary Delineators	20.00	370	7,400.00	15	300.00
Pilot Car	25.00	450	11,250.00	247.52	6,188.00
General Excavation	4.50	2,740	12,330.00	2,187.12	9,842.00
Watering	8.00	150	1,200.00	0	0.00
Aggregate Shoulders	5.00	8,200	41,000.00	7,452	37,260.00
Cement Treated Base Mixture	7.50	6,300	47,250.00	3,982.94	29,872.00
Asphalt in Seal	200.00	24	4,800.00	2	400.00
Asphalt Cement in Mixture	170.00	2,500	425,000.00	2,184.75	371,406.00
Asphalt in Tack Coat	200.00	70	14,000.00	64.22	12,844.00
Membrane Water-Proofing	7.00	3,160	22,120.00	3,138.72	21,971.00
12-inch Culvert Pipe	12.00	280	3,360.00	222	2,664.00
18-inch Culvert Pipe	25.00	10	250.00	0	0.00
Guardrail Anchors, Type 2	330.00	10	3,300.00	5	1,650.00
Rail End Pieces Type "B"	60.00	2	120.00	0	0.00
Rail End Pieces Type "C"	90.00	31	2,790.00	30	2,700.00
Delineators, Type 2	20.00	300	6,000.00	289	5,780.00
Delineators, Type 3	26.00	30	780.00	14	364.00
SUBTOTAL			$603,270.00		$503,241.00

	Decrease	$ 100,029.00
Subtotal of Previous Estimate of April 22, 1983		1,420,106.00
	Subtotal	$1,320,077.00

Type Code X031
Structure Br. #2071A (Sta. 2449+14 to 2451+44)

Total of Previous Estimate of April 22, 1983	$ 10,215.00

Length of Roadway ------------------- 6.913 miles
Length of Structures ---------------- 0.144 miles
Total Length ------------------------ 7.057 miles

Cost of Roadway Per Mile ------------ $190,955.74

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.15	$1,320,077.00	$1,163,647.00	$156,430.00
Structures	010	88.15	10,215.00	9,004.00	1,211.00
TOTAL			$1,330,292.00	$1,172,651.00	$157,641.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09608
Prefix: C020-1471
Prefix: C020-1072

Nonparticipating Items

Single Mailbox Supports	11	Each	75.00	$ 825.00
Multiple Mailbox Supports	6	Each	125.00	750.00
State Responsibility for Damages			All Required	2,000.00
			Total	$3,575.00

DDB:me

9608

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-43	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-4-83	State Oregon County Lane Project No. F-29(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58, Oakridge E.C.L.
"Salmon Cr.-Salt Cr. Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	6.913
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 1,430,321.00	FEDERAL FUNDS $ 1,260,827.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 4 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid Project
No. F-29(8)

Salmon Creek-Salt Creek Section
Willamette Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 2195+72 thru Equa. Sta. 2218+42 = Sta. 2222+78 thru Equa. Sta. 2466+95.04 = Sta. 2471+45.09

Furnishing Field Laboratory	1 Each		
Mobilization		2,500.00	$ 2,500.00
Temporary Protection and Direction of Traffic		All Required	75,000.00
Temporary Signs	441 Sq. Ft.	All Required	7,500.00
Temporary Barricades	4 Each	6.00	2,646.00
Temporary Delineators	370 Each	80.00	320.00
Flagmen	1,300 Hour	20.00	7,400.00
Pilot Car	450 Hour	10.00	13,000.00
Removal of Structures and Obstructions		25.00	11,250.00
General Excavation	2,740 Cu. Yd.	All Required	4,000.00
Finishing Roadbed and Slopes		4.50	12,330.00
Watering	150 M-Gal.	All Required	1,000.00
Aggregate Shoulders	8,200 Ton	8.00	1,200.00
Cement Treated Base Mixture	345 Ton 6,300 Ton	5.00	41,000.00
Asphalt in Seal Cement in CTB Mixture	24 Ton	7.50 85.00	47,250.00 29,325.00
Class "B" Asphalt Concrete Mixture	41,600 Ton	200.00	4,800.00
Asphalt Cement in Mixture	2,500 Ton	10.50	436,800.00
Asphalt in Tack Coat	70 Ton	170.00	425,000.00
Membrane Waterproofing	3,160 Sq. Yd.	200.00	14,000.00
12-inch Culvert Pipe	280 Lin. Ft.	7.00	22,120.00
18-inch Culvert Pipe	10 Lin. Ft.	12.00	3,360.00
24-inch Culvert Pipe	34 Lin. Ft.	25.00	250.00
Guard Rail, Type 2A	3,800 Lin. Ft.	30.00	1,020.00
Guard Rail, Type 3	450 Lin. Ft.	9.40	35,720.00
Guard Rail Anchors, Type 1	28 Each	22.00	9,900.00
Guard Rail Anchors, Type 2	10 Each	330.00	9,240.00
Extra for Guard Rail Bridge Connections	16 Each	330.00	3,300.00
Rail End Pieces, Type B	2 Each	250.00	4,000.00
Rail End Pieces, Type C	31 Each	60.00	120.00
Extra for Asphalt Approaches	72 Each	90.00	2,790.00
Drainage Curbs	440 Lin. Ft.	150.00	10,800.00
Delineators, Type 2	300 Each	2.15	946.00
Delineators, Type 3	30 Each	20.00	6,000.00
Delineators, Type 4	30 Each	26.00	780.00
Adjusting Manholes	1 Each	15.00	450.00
		200.00	200.00
			$ 1,247,317.00

Anticipated Items

Permanent Signing		All Required	$ 2,500.00
Permanent Pavement Striping		All Required	7,500.00
Temporary Pavement Striping		All Required	2,500.00
Temporary Erosion Control		All Required	2,500.00
			$ 15,000.00
		Subtotal	$ 1,262,317.00
		Engineering	157,789.00
		Total	$ 1,420,106.00

Type Code X031
Structure Br. No. 2071A (Sta. 2196+72 to Sta. 2200+38)

Raise Deck Joints	64 Lin. Ft.	50.00	$ 3,200.00

Type Code X031
Structure Br. No. 1519A (Sta. 2449+14 to Sta. 2451+44)

Concrete Dams	78 Lin. Ft.	60.00	4,680.00

Type Code X032
Structure Br. No. 2073 (Sta. 2574+02 to Sta. 2576+18)

Raise Deck Joints	24 Lin. Ft.	50.00	$ 1,200.00
		Subtotal	$ 9,080.00
		Engineering	1,135.00
		Total	$ 10,215.00

Length of Roadway-------------	6.913 mi.
Length of Structures ---------	.144 mi
Total Length	7.057 mi.

Cost of Roadway Per Mile $ 205,425.43

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,420,106	$ 1,251,823	$ 168,283
Structures	10,215	9,004	1,211
Total	$ 1,430,321	$ 1,260,827	$ 169,494

Group 1	100%
Contract No.	9608
Prefix:	20-1471
Prefix:	20-1072

Salmon Creek-Salt Creek Sec on
Nonparticipating Items

Single Mailbox Supports	11 Each	75.00	$ 825.00
Multiple Mailbox Supports	6 Each	125.00	750.00
State Responsibility for Damages		All Required	2,000.00
			$ 3,575.00

STATE COPY

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY LANE	DIVISION OREGON
DATE OF REPORT 2-4-86	REPORT MADE BY W. N. Bryant, Area Engineer, FHWA		PROJECT NO. F-29(8) dg
COMPLETION DATE (Actual) 10-21-83	ACCEPTANCE DATE BY CONRTACT AGENCY 5-9-85	TIME ELAPSED 125 %	CONTRACT TIME 2/13 150 C.D.

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO Fredricks
FOR

Info	Inves	R/D	D/R	Sign	Act	File

LOCATION

S. R. 58 Oakridge ECL East 7.057 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

SALMON CREEK - SALT CREEK
WILLAMETTE HIGHWAY
Grading and Paving

This project provided for roadway grading (2740 CY), cement-treated base (6300 tons), aggregate shoulders (8200 tons), asphalt concrete overlay (41,600), guardrail (3800 linear feet), membrane waterproofing bridge decks (3160 square yards) and the construction of paving dams and adjusting joints on three structures.

A contract in the amount of $1,257,972.00 was awarded L. T. Contractors, Inc., Bend, Oregon, on March 22, 1983. Work began (aggregate production) on April 27, 1983. Work on the roadway did not begin until August 8, 1983, which is the reason for the overrun in contract time.

All work was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on October 21, 1983 at a final estimated cost of $1,315,509.07 which includes $1,170,384.58 for original bid item work, $15,350.00 for work completed under approved price agreements, $11,700.00 for liquidated damages, $3,866.80 for approved force account work, $13,147.17 for State Force work and $124,460.80 for construction engineering.

A total of 189 calendar days were used in completing the work as compared to the 150 calendar days allowed under the contract. Liquidated damages in the amount of $11,700 were assessed accordingly.

The State has explained all overruns and underruns in a satisfactory manner. A copy of the explanation is attached to the Division Office copy of this report.

##########

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE	
TITLE Area Engineer	DATE FEB - 6 1986	TITLE Field Operations Engineer	DATE FEB - 7 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

May 24, 1985

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

CON 5
#9608

Gentlemen or Ladies:

On May 15, 1985, we wrote to you concerning release of final payment on Contract No. 9608 awarded to L. T. Contractors, Inc. for work on the Salmon Creek-Salt Creek Section of the Willamette Highway in Lane County.

Final payment on this contract is $1,000.00. The total contract amount is $1,177,901.38 including $3,866.80 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: L. T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9608 1

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30057

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/5/84

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:

Salmon Creek - Salt Creek

11. GENERAL DESCRIPTION OF WORK

Repair raised deck joints on the upper Salt Creek Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/5/84 as requested in Mr. Fredrickson's letter of 7/12/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $7,000; Federal Funds $6,170.

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
8/3

14. DATE 8/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

7605

Report # 54

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Salmon Creek - Salt Creek		WEEK ENDING: May 12, 1984
		SECTION PREFIX: 20-1072
	HIGHWAY: Willamette	COUNTY: Lane
NAME OF JOB: Salmon Creek - Salt Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: L. T. Contractors, Inc.	CONTRACT NUMBER: 9608	FEDERAL AID PROJECT NUMBER: F-29(8)
DATE OF CONTRACT: March 22, 1983	DATE WORK STARTED: April 27, 1983	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED: CALENDAR DAYS USED: 189
PROJECT AUTHORIZATION: $ 1,434,343.50	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 126
EXCLUSIVE OF ENGINEERING: $ 1,332,345.74	ENGINEERING AUTHORIZATION: $ 101,997.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,172,774.35	ENGINEERING COST TO DATE: $ 118,500.00 This week 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 10 %	PERCENT OF AUTHORIZATION . . . . . 116 %	DATE PROJECT WAS COMPLETED: October 21, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	CTB	
	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.6	7.2		0.6	7.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.6	7.2		0.6	7.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2740 CY	8200 Ton	53000 Ton	6300 Ton	41,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE	2200	7450	53000	4000	42,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2200	7450	53000	4000	42,100
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2071A		1519A		2073			
PERCENT	100%		100%		100%			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				Time Charges Stopped 10/21/83.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAY 14 1984
CONSTRUCTION SECTION
CE. CAE. COE. OM. CA. CAM. CP. CEO. LS. TC. SA. CC. FE. MA. OC. FILE.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5/6/84 **SUNDAY**	
5/7/84 **MONDAY**	No Activity this week.
5/8/84 **TUESDAY**	
5/9/84 **WEDNESDAY**	
5/10/84 **THURSDAY**	
5/11/84 **FRIDAY**	
5/12/84 **SATURDAY**	

REMARKS

Second Notification - October 21, 1983.

Semi-final will be submitted by May 18, 1984.

SIGNED Kenneth H. Coker /p LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

r11 [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-19-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30057

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/18/83	Primary 29	Primary 18

10. GENERAL LOCATION:
Salmon Creek - Salt Creek Section

11. GENERAL DESCRIPTION OF WORK
Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/18/83 as requested in Mr. Keasey's letter of 5/11/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,500 Federal Funds $2,204.

RECEIVED
STATE HWY ENGR
MAY 19 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
SPO

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/18/83	G. K. Hassner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

April 11, 1983

L. T. Contractors, Inc.
P. O. Box 4448
Sunriver, OR 97702

CON 5
#9608

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9608 for work on the Salmon Creek-Salt Creek Section of the Willamette Highway in Lane County

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: C. T. Kaasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

LT CONTRACTORS, INC.
P.O. BOX 4448
SUNRIVER, OREGON 97701
TELEPHONE (503) 593-8163

March 18, 1983

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

ATTN: Robert W. Gormsen
Commission Services

Re: Salmon Creek-Salt Creek Section # 9608
Documentation of MBE Participation

Dear Mr. Gormsen

L.T. Contractors, Inc. will use the services of: Hopsing Construction, Inc.
P.O. Box 12734
Salem, Oregon 97309

as an MBE subcontractor for the following items:

Item No.	Description	Quantity	Unit Price	Total
24	Guard Rail, Type 2A	3800 LF	$ 10.00	$38,000.00
25	Guard Rail, Type 3	450 LF	22.00	9,900.00
26	Guard Rail Anchors Type 1	28 EA	400.00	11,200.00
27	Guard Rail Anchors Type 2	10 EA	400.00	4,000.00
28	Extra for Guard Rail Bridge Connections	16 EA	150.00	2,400.00
29	Rail End Pieces, Type B	2 EA	50.00	100.00
30	Rail End Pieces, Type C	31 EA	80.00	2,480.00

Item No.	Description	Quantity	Unit Price	Total
33	Delineators, Type 2	300 EA	$ 18.00	$ 5,400.00
34	Delineators, Type 3	30 EA	22.00	660.00
35	Delineators, Type 4	30.EA	15.00	450.00
37	Single Mailbox Supports	11 EA	75.00	825.00
38	Multiple Mailbox Supports	6 EA	125.00	750.00
			Total MBE	$76,125.00

Total Bid = $1,257,974.00 = 6.1%

Very truly Yours

L T Contractors, Inc.

John L Fisher

John L. Fisher
EEO Officer

JLF

This letter received

Date:________________

Hour:________________

Oregon State Highway Division

By:________________________

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

7608

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

March 23, 1983

RECEIVED
STATE HWY ENGR
MAR 25 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.

NOTED
W. E. SCHWARTZ
Salmon Cr.
Upper Salt Cr.

William (Bill) Frye
Oregon State Senate
Senate Chamber
Salem OR 97310

Dear Senator Frye:

You asked for information on highway projects on 6th and 7th Avenues in Eugene.

We currently have 4 proposed projects at various stages of development. The most advanced project is called the Washington to High Street section and this is currently scheduled for construction later this year. There are also 2 additional projects - one which goes from Blair to Washington and another from Garfield to Blair Street. All of these projects involve 4-laning and safety improvements and will be discussed in a public hearing which we hope to present in late May of this year.

The Garfield to Blair and the Blair to High section will be proposed for addition to the upcoming 6-year highway plan.

There is a project, which is titled West 11th-Garfield Street, that is in the preliminary engineering stage and was approved for funding through the final environmental impact statement by the Commission in 1981. I am sending you a list of the Citizens Advisory Committee that is involved in this project. This project will also be proposed for construction funding in the 6-year plan update.

On the Willamette Highway, Oregon Rte. 58, we have a number of projects which will be prioritized this month. The first project is an overlay and safety improvement project from Minnow Creek to the Willamette River just westerly of Oakridge.

There is a bikeway project which would go from the Willamette River to the west city limits of Oakridge.

Form 734-3122

There were 2 or 3 projects proposed by the City of Oakridge for widening the Salmon Creek Bridge and 4-laning to the Pope and Talbot structure easterly of town. Our judgement of the traffic data would indicate that these projects would not qualify for priority funding at this time.

A safety overlay from Salmon Creek to upper Salt Creek will be awarded within the next week to accomplish work in the same general area.

Within the next week, we will be completing a county by county listing of our proposed highway projects and you will be sent a copy of the Lane and Douglas (Districts 5 and 6) County listing.

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX, P.E.
Region Engineer

jjg/cw

bc W. E. Schwartz
R. N. Bothman
Bob Hamilton
Brian Shelton, City of Eugene

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
   Pacific Highway, Jackson and Josephine Counties
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
   Green Springs Highway, Klamath County
   Paving

   Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

6. Salmon Creek-Salt Creek
   Willamette Highway, Land County
   Paving

   Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County
   Grading, Paving and Signals

   Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
   Columbia River Highway, Multnomah County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

   Same as No. 1.

9. Booth Lane-Imbler
Wallowa Lake Highway, Union County
Paving

Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30057

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:

Salmon Creek - Salt Creek Section

11. GENERAL DESCRIPTION OF WORK

High type pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$7,500
Temporary Pavement Striping S.F.	2,500
Temporary Erosion Control	2,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-93 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,591,098, Federal funds $1,402,552.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
Swan
FOR
Info | Invest | R/D | D/R | Sign | Act

Orig to
3/7

14. DATE 2/23/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1608

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-29(8)
Salmon Creek-Salt Creek Section
Willamette Highway

Date: February 23, 1983

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information submitted with Mr. Adams' February 22 letter supporting a request for approval of exceptions to the minimum design standards on the subject section of highway has been reviewed.

The proposed typical section is 32 feet in width (two 12 foot travel lanes and 4 foot shoulders) the same as the existing facility. Located within the proposed section there exists three structures with a horizontal clearance of 32 feet (same width as the proposed roadway and shoulders) and one structure (two R.C.D.G. approach spans 28 feet long and a steel thru truss center span 160 feet long) with a horizontal clearance of 24 feet. The widening of this structure would not be feasible because of the existing span arrangements and the cost of replacement, $590,000.00, would not be cost effective. The 1980 accident rate for this section of roadway was 1.39 as compared to the statewide rate of 1.33.

Since the primary purpose of this project is to extend the service life, restore the existing pavement section, improve the surface skid resistance, and provide slow moving vehicle lanes where possible and because the accident history for this section of highway reveals no major significant safety problems due to the width of the existing roadway or structures, your request is approved.

G. K. Hosner
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
FEB 25 '83
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2/25

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn: Glenn K. Hossner

NOTED
E. S. HUNTER

Salmon Creek-Salt Creek Section
Willamette Highway
Lane County

The primary purpose of this Federal-aid project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 4-inch or 5-inch overlay and leveling plus a 1/2-inch future lift. This section is 7 miles in length with an A.D.T. varying from 2,600 to 6,500.

The typical section is proposed as 32 feet in width (two 12-foot lanes with 4-foot shoulders).

There are two R.C.D.G. bridges over Salt Creek and one over a private logging road. All three structures are 32 feet in width.

The fourth structure, Bridge No. 2073 over Salmon Creek, consists of two R.C.D.G. Approach Spans 28 feet long and a Steel Thru Truss Center Span 160 feet long for a total length of 216 feet. The roadway width is 24 feet.

To widen this structure eight feet would entail replacing the Steel Thru Truss Center Span and widen the Approach Spans. This would not be feasible because of the span arrangement. Replacing the total structure with a new one (32 feet wide) is estimated to cost $590,000. This additional expense to widen the structure eight feet would not be cost effective.

The guardrail at bridge ends on this project will be upgraded as well as other runs throughout the project length.

RECEIVED
TECHNICAL SERVICES
FEB 23 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

This project has been justified on a cost/benefit ratio and has been thoroughly reviewed by our Region staff, Traffic Section and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

We are submitting this letter to you as documentation as requested in your letter of February 15, 1978 entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is scheduled for the March 17, 1983 bid letting.

J. H. Versteeg
Road Design Engineer

By

D R Adams
Donald R. Adams, P.E.
Final Design Engineer

WEC:rw

Attachment

cc: H. S. Coulter
E. S. Hunter
D. E. Swan
F. E. Terpin
J. J. Gix
S. H. Macnab
W. E. Cole

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO
Hamilton
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 3, 1983

IN REPLY REFER TO
FILE NO
PUB 10-1

NOTED
H.S. COULTER

The Honorable Peg Jolin
State Representative
H-291 State Capitol
Salem, OR 97310

copy to
pla
SP 1-8
Jua

Two projects have been contracted for the Willamette Highway (ORE58) under the current Six-Year Program: one involves resurfacing between Dexter County Park and Minnow Creek, and the other is a structure and left-turn lane project at Cloverdale Road. In addition, we plan to resurface between Salmon Creek and Salt Creek, a project that was added to the Six-Year Program recently and is in our contract schedule this spring.

Six projects are being considered for the highway in the new Six-Year Program, which will be discussed in public hearings this fall. (The Commission will consider the projects for adoption next year.) Of these six new proposals, three are resurfacing projects, one is a widening project and another involves adding a passing lane.

As you know, the Highway Division is working with limited funds and the Willamette Highway is just one of many the Division must be concerned with. In the last four years, however, more than $250,000 has been spent to patch pot holes and add blade paving on ORE58. This represents about 20 percent of District 5's total budget for this type of work. Since 1976, there has been more than $2.5 million in improvements made on the Willamette Highway.

If I can be of further assistance regarding your concerns for maintaining this highway, let me know.

Sincerely,

George H. Bell

George H. Bell, Assistant Director
Intergovernmental & Public Affairs

GHB:bb

cc: Fred Miller
Scott Coulter ✓

731-0146

18

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Salmon Cr.-Salt Cr. Section			
HIGHWAY NAME Willamette			HIGHWAY NUMBER 18
REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY
LENGTH 6.92	MILEPOST NUMBER 35.97 TO 42.89	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project consists of an overlay of the existing pavement, construction of a passing lane, construction of bridge waterproofing membranes and improvement of safety features.

1
2
3
4

RECEIVED
MAY 1 3 1982
ROAD DESIGN SECTION

Return to
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979 2500	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS 3R	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. [illegible]
Location Engineer
Date 5/12/82

REFERRED TO
Beard Stoudenmeyer
2 Cole MEC Mann
Erikson 1 Watson W
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTI NUMBER AND WIDTH	PI OSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	Same
SHOULDERS	Variable 2'-4'	Same
MEDIANS		—
Passing Lane		1-12Ft. MP 40.0 - 40.4
Turn-Outs		11 ea. Variable Width
BIKEWAYS	On shoulders	Same
INTERCHANGES		
OTHER:	Intermittent 12' passing lane	Same

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures Bridge Membranes	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY Complete	( )	0.5
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	1.0

RECOMMENDED CONSTRUCTION DATE	________ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
AC in Leveling		1"
AC in Overlay	5"	5"
Aggregate Base	12"	

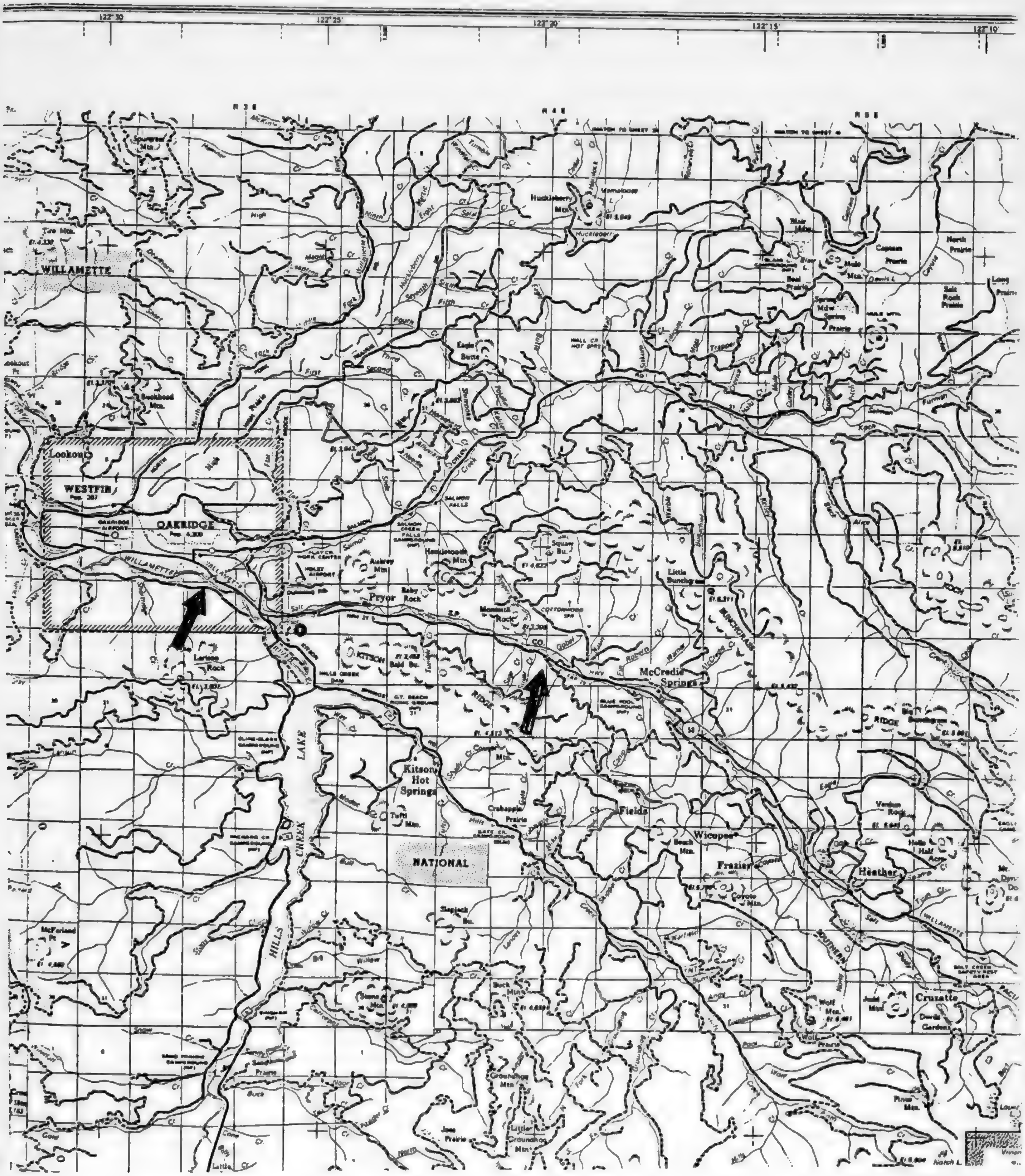
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$18,800	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	$1,985,732	
OTHER		
ENGINEERING & CONTINGENCIES	397,150	
PROJECT TOTAL	$2,401,682	

SUBMITTED BY ____________________


122°30'
122°25'
122°20'
122°15'
122°10'
R 3 E
R 4 E
R 5 E
Spuregeon Mtn.
Tire Mtn.
WILLAMETTE
Huckleberry Mtn.
Memaloose
Blair Mdw.
Captain Prairie
North Prairie
Salt Rock Prairie
Long Prairie
Eagle Butte
Buckhead Mtn.
Lookout
WESTFIR
OAKRIDGE
Salmon
Huckletooth Mtn
Aubrey Mtn
Pryor
Baby Rock
Squaw Bu.
Little Bunchgrass
Mammoth Rock
Larison Rock
KITSON
RIDGE
McCredie Springs
LAKE
CREEK
HILLS
Kitson Hot Springs
Tufti Mtn.
Crabapple Prairie
NATIONAL
Fields
Wicopee
Frazier
Coyote Mtn.
Verdun Rock
Heather
WILLAMETTE
McFarland Pt.
Slapjack Bu.
Buck Mtn.
Stone Mtn.
Wolf Mtn.
Judd Mtn.
Cruzatte
Groundhog Mtn.
Little Groundhog Mtn.
Jones Prairie
Wolf Prairie
Pinto Mtn.
Notch L.

1983 Pacific Hwy. E. of Hilfiker Rd. SE (Salem) Sec. (Grad., pav. & signals) 9609

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
7-87 + 88

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State
Oregon

County
Marion

Project Number
HES-F-26(30)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 6, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 99,741.00	$ 225,185.00
Federal funds	$ 89,766.00 141	54,816.00 010 $ 146,679.00 141
Other revisions		

This modification is made for the following reasons: To add second construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Hi - fil

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 24, 1986

PROJECT NO. F-HES-26(30)

PACIFIC HIGHWAY EAST @ HILFICKER RD. S.E. (SALEM) SECTION
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE TO ADD 2ND CONTRACT

TYPE CODE Y031
TRAFFIC SIGNAL (Sta. 111+60)(Contract No. C09609)

TOTAL same as previous estimate dated May 3, 1985	$ 99,741.00

TYPE CODE Y008
CHANNELIZATION (SUNNYSIDE ROAD)(Sta. 46+50 to Sta. 55+00)

Mobilization	Lump Sum	40%	Lump Sum	$ 1,865.20
Temporary Protection and Direction of Traffic	Lump Sum	37%	Lump Sum	465.09
Temporary Signs	Sq. Ft.	92	7.50	690.00
Temporary Plastic Safety Markers	Each	40	28.00	1,120.00
Flaggers	Hour	110	16.82	1,850.20
Removal of Structures and Obstructions	Lump Sum	47%	Lump Sum	351.56
General Excavation	Cu. Yd.	600	6.11	3,666.00
Finishing Roadbed and Slopes	Lump Sum	90%	Lump Sum	3,357.90
Aggregate Base	Ton	1,150	6.25	7,187.50
Class "C" Asphalt Concrete	Ton	605	25.97	15,711.85
Concrete Inlets, Type G-2	Each	1	440.00	440.00
Extra for Asphalt Approaches	Each	10	93.39	933.90
Adjusting Manholes	Each	4	385.00	1,540.00
Adjusting Inlets	Each	1	220.00	220.00
Removal of Existing Sign Installations	Lump Sum	75%	Lump Sum	37.50
Wood Sign Posts	Lump Sum	71%	Lump Sum	71.00
Type "C" Signs in Place	Sq. Ft.	24	9.75	234.00
Type "D" Signs in Place	Sq. Ft.	7	9.75	68.25
Type "EE" Signs in Place	Sq. Ft.	7	10.00	70.00
Type "T" Signs in Place	Sq. Ft.	3	10.00	30.00
Type "U" Signs in Place	Sq. Ft.	25	15.00	375.00
				$ 40,284.95

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required (40%)	$ 1,600.00
Statistical Asphalt Bonus	All Required (42%)	504.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	201.42
		$ 2,305.42
	SUBTOTAL	$ 42,590.37
	Engineering	5,749.63
	TOTAL	$ 48,340.00

TYPE CODE Y008
CHANNELIZATION (SUNNYSIDE ROAD)(Sta. 44+50 to Sta. 46+00)

Mobilization	Lump Sum	13%	Lump Sum	$ 606.19
Temporary Protection and Direction of Traffic	Lump Sum	32%	Lump Sum	402.24
Temporary Signs	Sq. Ft.	219	7.50	1,642.50
Temporary Barricades	Each	2	55.00	110.00
Temporary Plastic Safety Markers	Each	6	28.00	168.00
Flaggers	Hour	14	16.82	235.48
Removal of Structures and Obstructions	Lump Sum	6%	Lump Sum	44.88
General Excavation	Cu. Yd.	150	6.11	916.50
Finishing Roadbed and Slopes	Lump Sum	10%	Lump Sum	373.10
Furnishing and Placing Topsoil	Cu. Yd.	160	6.00	960.00
Aggregate Base	Ton	125	6.25	781.25
Class "C" Asphalt Concrete	Ton	50	25.97	1,298.50
Extra for Asphalt Approaches	Each	4	93.39	373.56
Drainage Curbs	Lin. Ft.	395	3.30	1,303.50
Removal of Existing Sign Installations	Lump Sum	25%	Lump Sum	12.50
Wood Sign Posts	Lump Sum	29%	Lump Sum	29.00
Type "EE" Signs in Place	Sq. Ft.	12	10.00	120.00
Type "U" Signs in Place	Sq. Ft.	20	15.00	300.00
Furnishing & Planting Shrubs	Each	143	16.85	2,409.55
Soil Conditioner	Cu. Yd.	18	10.00	180.00
Bark Mulch	Unit	3	120.00	360.00
				$ 12,626.75

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required (10%)	$ 400.00
Statistical Asphalt Bonus	All Required (3%)	36.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	63.13
		$ 499.13
	SUBTOTAL	$ 13,125.88
	Engineering	1,771.12
	TOTAL	$ 14,897.00

TYPE CODE Y008
CHANNELIZATION (PACIFIC HWY. EAST)

Mobilization	Lump Sum	47%	Lump Sum	$ 2,191.61
Temporary Protection and Direction of Traffic	Lump Sum	31%	Lump Sum	389.67
Temporary Signs	Sq. Ft.	204	7.50	1,530.00
Temporary Plastic Safety Markers	Each	16	28.00	448.00
Flaggers	Hour	176	16.82	2,960.32
Removal of Structures and Obstructions	Lump Sum	47%	Lump Sum	351.56
General Excavation	Cu. Yd.	640	6.11	3,910.40

Aggregate Base	Ton	1,100	6.25	6,875.00
Class "C" Asphalt Concrete	Ton	790	25.97	20,516.30
Concrete Walks	Sq. Yd.	230	14.21	3,268.30
Concrete Driveways	Sq. Yd.	60	18.87	1,132.20
Concrete Curbs	Lin. Ft.	513	5.50	2,821.50
Extra for Asphalt Approaches	Each	4	93.39	373.56
Adjusting Inlets	Each	2	220.00	440.00
				$ 47,208.42

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required (50%)	$ 2,000.00
Remove Pavement Striping, Existing & Temporary	All Required (100%)	1,000.00
Statistical Asphalt Bonus	All Required (55%)	660.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	238.68
		$ 3,898.68
	SUBTOTAL	$ 51,107.10
	Engineering	6,899.90
	TOTAL	$ 58,007.00

RETAIN IN RESERVE

Repair Soft Subgrade	All Required	$ 3,000.00
City of Salem (Water)	All Required	700.00
	SUBTOTAL	$ 3,700.00
	Engineering	500.00
	TOTAL	$ 4,200.00

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	7	75.00	$ 525.00
		SUBTOTAL		$ 525.00
		Engineering		71.00
		TOTAL		$ 596.00

SUMMARY OF FUNDS

DESCRIPTION	APPN	SUB JOB	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Signal	141	011	90%	$ 99,741.00	$ 89,766.00	$ 9,975.00	$ --
Channelization	141	021	90%	48,340.00	43,506.00	--	4,834.00
Channelization	141	011	90%	14,897.00	13,407.00	1,490.00	--
Channelization	010	031	88.12%	58,007.00	51,115.00	6,892.00	--
Reserve	010	031	88.12%	4,200.00	3,701.00	499.00	--
SUBTOTAL				$225,185.00	$201,495.00	$18,856.00	$ 4,834.00
Nonpartic.	--	010		511.00	--	511.00	--
Nonpartic.	--	020*		85.00	--	--	85.00
TOTAL				$225,781.00	$201,495.00	$19,367.00	$ 4,919.00

*Note: Represents one mailbox support plus engineering.

Contract No. 9609		Contract No. 10,306	
Prefix: C024-1463	(PE)	Prefix: C024-1907	(PE)
Prefix: C024-1086	(Const.)	Prefix: C10306	(Const.)

APPN CODE	SUB JOB	PERCENT
---	010	01%
---	020	00%
010	031	48%
141	011	12%
141	021	39%

CPL:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-215	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County MARION
MODIFICATION NUMBER 1		Project Number HES-26(30)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 22, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 84,141.00	$ 99,741.00
Federal funds	$ 75,726.00	$ 89,766.00
Other revisions		

This modification is made for the following reasons: To include the approved Preliminary Engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 3, 1985

FEDERAL AID PROJECT NO. HES-26(30)

PACIFIC HIGHWAY EAST AT HILFICKER RD. S.E. (SALEM) SECTION
PACIFIC HIGHWAY EAST IN MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNAL (Sta. 111+60)

Mobilization	Lump Sum	All	Lump Sum	$ 2,400.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	300.00
Temporary Signs	Sq. Ft.	97	8.00	776.00
Temporary Barricades	Each	2	60.00	120.00
Flagmen	Hour	130	12.00	1,560.00
Earthwork	Lump Sum	All	Lump Sum	1,200.00
Aggregate Shoulders	Ton	50	12.00	600.00
Treated Base	Ton	240	17.00	4,080.00
Class "C" Asphalt Concrete	Ton	100	31.00	3,100.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	41,000.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	5,000.00
				$ 60,136.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,800.00	
Remove Pavement Striping (Exist. & Temp.)	All Required	1,200.00	
State Furnished Signal Software	All Required	500.00	
Modify Existing Signals	All Required	5,000.00	
Signal Controller Testing & Turn-On	All Required	1,950.00	
"OPTICOM" Testing	All Required	900.00	13,350.
Preliminary Engineering	All Required	PE 15,600.00	
		$ 28,950.00	

SUBTOTAL	$ 89,086.00	
Engineering	10,655.00	14 1/2 %
TOTAL	$ 99,741.00	

Length of Project -------------------	0.00 miles
Federal Funds (90%) -----------------	$89,766.00
State Funds -------------------------	9,975.00
TOTAL	$99,741.00

Group 1: 94%; Group 8: 6%
Contract No. 9609
Prefix: 024-1463 (PE)
Prefix: 024-1086 (Const.)

DDB:pf

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-57	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State ~~County~~ Oregon ~~Project~~ HES-26(30)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 99E, Int. Hilficker Rd. S.E. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	0.00
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	~~FEDERAL FUNDS~~ PRO RATA 90.00%
$ 84,141.00	$ 75,726.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid project
No. HES-26(30)

Pacific Highway East at Hilficker Rd. S.E. (Salem) Sec.
Pacific Hwy. East in Marion County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (Sta. 111+60)

Mobilization		All Required	$ 2,400.00
Temporary Protection and Direction of Traffic		All Required	300.00
Temporary Signs	97 Sq. Ft.	8.00	776.00
Temporary Barricades	2 Each	60.00	120.00
Flagmen	130 Hour	12.00	1,560.00
Earthwork		All Required	1,200.00
Aggregate Shoulders	50 Ton	12.00	600.00
Treated Base	240 Ton	17.00	4,080.00
Class "C" Asphalt Concrete	100 Ton	31.00	3,100.00
Traffic Signal Installation, Complete		All Required	41,000.00
Fire Pre-emption System, Complete		All Required	5,000.00
			$ 60,136.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,800.00
Remove Pavement Striping (Exist. & Temp.)	All Required	1,200.00
State Furnished Signal Software	All Required	500.00
Modify Existing Signals		5,000.00
Signal Controller Testing & Turn-On	All Required	1,950.00
"OPTICOM" Testing	All Required	900.00
		$ 13,350.00
	Subtotal	$ 13,486.00
	Engineering	10,655.00
	Total	$ 84,141.00

Length of Project ------- 0.00 miles

Federal Funds (90%)------	$ 75,726
State Funds -------------	8,415
Total	$ 84,141

Group 1	100%
Contract No.	9609
Prefix:	024-1463 (PE)
Prefix:	024-1086 (Const.)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-26(30)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20142

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
MAY 28 '86
REFER TO Potter
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE May 21, 1986

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at Hilficker Rd. S. E. (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your Revised"PS&E" Estimated dated 5/19/86

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 5/19/86 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $172,693; Federal Funds $152,608.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/27/86

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

96

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-26(30)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20142

2A. COUNTY NAME Marion

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 9, 1986

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Highway East at Hilficker Rd. S. E. (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/5/86 we approve the Program Change to dual fund this project as follows:

1. Appn Code -------- Add "010"
2. Prefix Letters --- Add "F"
3. Change estimated project cost by phases to read:

	TEC	FF	SF	CF
HES	$194,000	$174,600	$ 11,900	$ 7,500
F	53,000	46,719	6,281	- - -
Project Total	$247,000	$221,319	$ 18,181	$ 7,500

Orig. to 5/14

RECEIVED
STATE HWY ENGR
MAY 14 '86
REFER TO Potter
FOR

14. DATE 5/12/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: May 5, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20142
Project No. HES-26(30)
Pacific Highway East at Hilficker Rd. S.E. (Salem) Sec.
Marion County

I request your approval for a program change to dual fund this project as follows:

1) Appn Code --- Add "010".
2) Prefix Letters --- Add "F".
3) Change estimated project cost by phases to read:

	TEC	FF	SF	CF
HES	$194,000	$174,600	$ 11,900	$ 7,500
F	53,000	46,719	6,281	-----
PROJ. TOTAL	$247,000	$221,319	$ 18,181	$ 7,500

DRH:bkb
cc: L.E. George
W.G. Anhorn, Reg. 2
Jan Peterson
Bob Oakes
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(30)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 30054

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-17-85
8. FEDERAL ROUTE NUMBER Primary 26
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Highway East at Hilfiker Road SE (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering Phase II

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 4-10-85, the revised Preliminary Engineering costs are approved for a TEC of $15,600 Federal funds $14,040.

(Increase TEC $13,600 - Federal funds $12,240.)

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR
Info Invest R/D D/R Sign Act File

14. DATE 4/24/85
15. SIGNATURE OF APPROVING OFFICIAL OH Christianson
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 10, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. HES-26(30)
Pacific Highway East @ Hilfiker
Road S.E. (Salem) Section
Pacific Highway East
Marion County

I request your authorization to proceed with preliminary engineering, including utility preparatory work necessary to obtain PS&E approval at an additional total cost of $13,600 with federal funds of $12,240.00. Authorization to proceed with the field phase of preliminary engineering was previously given on July 22, 1983.

DDB:bkb
cc: L.E. George
J. Peterson
General Files

Form 734-3122

9659

STATE COPY

CST

SHD (H S Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 2-12-85	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. HES-26(30)
COMPLETION DATE (Actual) 10-21-83	ACCEPTANCE DATE BY CONRTACT AGENCY 10-11-84	TIME ELAPSED 100 %	CONTRACT TIME 200 CD

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY EAST @ HILFIKER ROAD S. E.
PACIFIC HIGHWAY EAST (SALEM)
Grading, Paving & Signals

This project provided for minor widening of the Pacific Highway for a southbound right-turn lane and the installation of a traffic signal.

The final project cost underran by approximately 7%. Underruns were experienced in treated base materials and flagger hours. There were no contract claims.

A final inspection of the completed project was made March 1, 1984.

NOTED
W. E. SCHWARTZ

Cy
2/25

RECEIVED
STATE HWY ENGR
FEB 22 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Bill Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2/19/85	TITLE Field Operations Engineer	DATE 2/21/85

9604

October 25, 1984

United States Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

CON 5
#9609

Gentlemen or Ladies:

On October 16, 1984, we wrote to you concerning release of final payment on Contract No. 9609 awarded to Cherry City Electric, Inc. for work on the Pacific Highway East at Hilfiker Road SE (Salem) in Marion County.

Final payment on this contract is $500.80. The total contract amount is $60,525.14 including $99.39 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Cherry City Electric, Inc.
635 17th Street SE
Salem, OR 97301

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

9609

F

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. EAST @ HILFIKER RD. SE (Salem)

WEEK ENDING: March 10, 1984

SECTION PREFIX: 24-1086

HIGHWAY: Pacific East

COUNTY: Marion

NAME OF JOB: Pacific Hwy. East at Hilfiker Rd. SE (Salem)

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: Cherry City Electric, Inc.

CONTRACT NUMBER: 9609

FEDERAL AID PROJECT NUMBER: HES-26(30)

DATE OF CONTRACT: March 22, 1983

DATE WORK STARTED: June 3, 1983

ESTIMATED COMPLETION DATE: October 22, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 200

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 84,141.47

EXCLUSIVE OF ENGINEERING: $ 76,792.87

ENGINEERING AUTHORIZATION: $ 7,348.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 73,600

ENGINEERING COST TO DATE: $ 7,350

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN 4.2 %

PERCENT OF AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: October 21, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
	100	100	100	100	100	100	

	GRADING	SURFACING	Treated Base	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	50 T	240 T		100 T
TOTAL QUANTITIES CORRECTED TO DATE	100%	60 T	137 T		115 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	60 T	137 T		115 T
AVERAGE DAILY QUANTITIES	100%	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4		200		
MONDAY 5				
TUESDAY 6				
WEDNESDAY 7				
THURSDAY 8				
FRIDAY 9				
SATURDAY 10				

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MAR 12 1984
CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending 3-10-84.

REMARKS

Project Managers crew: 0

All remaining certifications and payrolls received and forwarded.
Third notification submitted 3-9-84.

FINAL REPORT.

DISTRIBUTION: Construction (3); Region (1);
Traffic (1); Files (1)

SIGNED Kenneth D. Karnosh LOCATION Salem
Kenneth D. Karnosh, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9-7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 TOLL FREE 1-800-452-7813

September 26, 1983

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Ron Merry, P.E.
DIRECTOR OF PUBLIC WORKS
City of Salem
555 Liberty Street
Salem, Oregon 97310

Dear Mr. Merry:

The traffic signal installation at the intersection of Hilfecker Lane, S.E. and Commercial Street is virtually complete. It will be ready to turn on in a relatively short period of time, and should function satisfactorily. Although the modifications requested by the City of Salem, some time ago would be desireable, they were not included as a part of this project. It appears they are too extensive to be added to the existing project, and do not appear to be essential to the proper function of the signal installation.

We intend to propose a project for the construction of the modifications to Sunnyside Road and the existing access to Commercial Street as requested in your correspondence with this office dated July 8, 1983. Should you desire to change the configuration shown with that request, we would appreciate hearing from you at an early date.

copy 21-10
CCN Salem

Since the original request came from the City and since the existing traffic patterns have very little effect on the movement of highway traffic, we believe that such match-funding as may be required for the left turn channelization at Hilfecker Lane and Sunnyside Road should be supplied by the City, and request that action to budget for that expense be taken in an appropriate manner.

Sincerely,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson, P.E.
REGION II ENGINEER

COF:clm

cc: L. E. George
✓bc: H.S. Coulter
E.S. Hunter

734-1867

9509

S

Pacific Electrical Contractors
Electric Design & Installation
STEVE HESS
President, Manager
ROLAND GLASS
Vice-President, Estimator
920 South Grape Street, Medford, Oregon 97501
P.O. Box 907
Phone 503 773-7751

September 14, 1983

Jack Mathis General Contractor
Post Box Office # 760
Roseburg, Oregon 97470

Attention: Jack Mathis RE: Medford Complex, Oregon State Police
Contract #9509 Job #820017

Please refer to our letter to you dated June 21, 1983. After mailing this letter to you we received a payment on June 23rd in the amount of $2,572.90.

There is still an outstanding balance of $613.44. ($595.45 plus finance charges).

This job has been completed for several months, and we certainly feel that payment in full should be forthcoming upon receipt of this letter.

Sincerely,

Steven R. Hess
President
PACIFIC ELECTRICAL CONTRACTORS, INC.

SRH/cb

NOTED ON CARD
9/20/83

cc: Dept. of Transportation: CON 5 #9509
cc: United Pacific Insurance: File #074-83-00242

RECEIVED
SEP 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(30)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30054

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-22-83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
PACIFIC HIGHWAY EAST AT HILFIKER ROAD SE. (Salem) SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's September 1, 1983 letter, this will confirm the advance approval of July 22, 1983 for a program change adding Preliminary Engineering to the subject project for the Phase II work that was developed through further traffic studies during the contract period (which was installation of traffic signals)and the Phase II work must be accomplished before these signals can be opened to public travel.

Also, as requested, you are authorized to proceed with preliminary engineering, including utility preparatory work, up to PS&E preparation for the Phase II work, TEC $2,000; FF $1,800.

(SFO #4)

RECEIVED
STATE HWY ENG
SEP 7 '83
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 9-2-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 1, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Program Change
Project No. HES-26(30)
Pacific Hwy. E. at Hilficker Rd. S.E. (Salem) Sec.
Marion County

I request your approval of a program change on the subject project to add to the Character or Proposed Work "Preliminary Engineering" required to prepare P.S.&E. documents for a contract to complete the second phase of work. The estimated cost of the preliminary engineering is "2,000 as indicated in a copy of State Force Order previously submitted for approval.

The proposed contract work is based on additional requirements imposed by further traffic studies and the City of Salem.

I further request confirmation of previous verbal approval to proceed with the preliminary engineering as of July 22, 1983 at an estimated total cost of $2,000 with an obligation of $1,800 in Federal funds.

CL:pf

cc: R. Bladorn
General Files

Form 734-3122

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
   Pacific Highway, Jackson and Josephine Counties
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
   Green Springs Highway, Klamath County
   Paving

   Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

6. Salmon Creek-Salt Creek
   Willamette Highway, Land County
   Paving

   Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County
   Grading, Paving and Signals

   Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
   Columbia River Highway, Multnomah County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

   Same as No. 1.

9. Booth Lane-Imbler
   Wallowa Lake Highway, Union County
   Paving

   Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

   Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(30)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30054

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1 E

10. GENERAL LOCATION:
Pacific Highway - East at Hilficker Lane S. E. - (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, and signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$3,800
Remove Striping S.F.	$1,200
State Furnished Software	$ 500
Modify existing signals	$5,000
Signal Control testing	$1,950
"OPTICOM" Testing	$ 900

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $96,354, Federal funds $86,728.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
ts
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OMG
3/7

14. DATE 2-23-83

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project HES-26(-)-
Pacific Hwy East at Hilfecker Lane S.E.
Marion County

Date: October 4, 1982

From: Division Administrator

Reply to
Attn. of: HFO.8-OR

To: H. S. Coulter, State Highway Engineer

Your request for PS & E approval for the subject project by Mr. Swan's letter of September 27 is being withheld pending resolution of the issues set forth in my letter of September 8 on your program submittal.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (D. E. Swan, Proj. Mgt.)
OSHD (R. Bladorn, Tr)

RECEIVED
STATE HWY ENGR
OCT 5 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

Orig to

May 5, 1982

City of Salem
City Hall
Salem, OR 97301

AGR 4-1

Attention: Pat Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7354

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Construction-Finance Agreement covering design, installation, maintenance and power for traffic signals on Pacific Highway East (Commercial Street) at Hilficker Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

4/6/ 1

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

April 13, 1982

REGION 2 ENGINEER
RECEIVED
☐ RLE APR 20 1982 ☐ RBE
☒ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☒ RFE

Mr. Phillip O. Stearns
Region II Federal Aid Specialist
East Salem Highway Building
2960 State Street
Salem, Oregon

Subject: Construction-Finance Agreement
Commercial Street at Hilficker Road

Dear Mr. Stearns:

Enclosed are three signed copies of the Construction-Finance Agreement #7354 for the traffic signal installation on Commercial Street at Hilficker Road. Also enclosed are three certified copies of Resolution 82-56 adopted by City Council on April 5, 1982 authorizing the Mayor and the City Recorder to sign the agreements.

If you have any questions, please call.

Sincerely,

Ronald J. Merry

Ronald J. Merry
Director of Public Works

LHG:jb
Enclosures

cc: Ralph Lambert, Public Works
Doug Van Dyke, Traffic Administrator

PROJECT MANAGEMENT BRANCH
/SLE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
[illegible] 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-26(-)
South Commerical-Sunnyside Area
U.S. 99E - Salem, Traffic Signalization

Date: March 12, 1982

From: Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

By March 12, 1980 memorandum you indicated that the above section of South Commercial Street was under study to determine optimum utilization of the existing and proposed signalization system. Since then, Hilficker Street has been improved and a traffic signal at Hilficker and South Commercial Streets is currently scheduled for an August bid letting.

It appears the time is right to more fully evaluate the issue of the mid-block signal at IBM and Mazzi's. As suggested in Mr. Cusack's February 27, 1980 memorandum, if this mid-block installation is found to not meet signalization warrants, the equipment should be removed and, if possible, the equipment utilized in the new signalization work at Hilficker Street.

I would prefer to resolve this matter at this time so as not to delay the Hilficker Street work which, as mentioned previously, is an August bid letting. If desired, my staff is available to discuss this matter.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (L E George, Tr)

RECEIVED
STATE HWY ENGR
MAR 17 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

c/ Schwartz
orig. to

L. E. GEORGE
NOTED

1607

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: December 29, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: PROPOSED TITLE II HAZARD ELIMINATION PROJECT
PACIFIC HIGHWAY EAST M.P. 53.94

A project has been requested to install a traffic signal and left-turn refuges on the Pacific Hwy. East at Hilficker Road in Salem.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Hwy. E. @ Hilficker Road (Salem) Marion County	$100,000	$90,000	$10,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

RECEIVED
STATE HWY ENGR
DEC 30 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

L E George

L. E. GEORGE, P.E. - TRAFFIC ENGINEER
RHB:sh
Attachment

APPROVED:

H S Coulter
State Highway Engineer

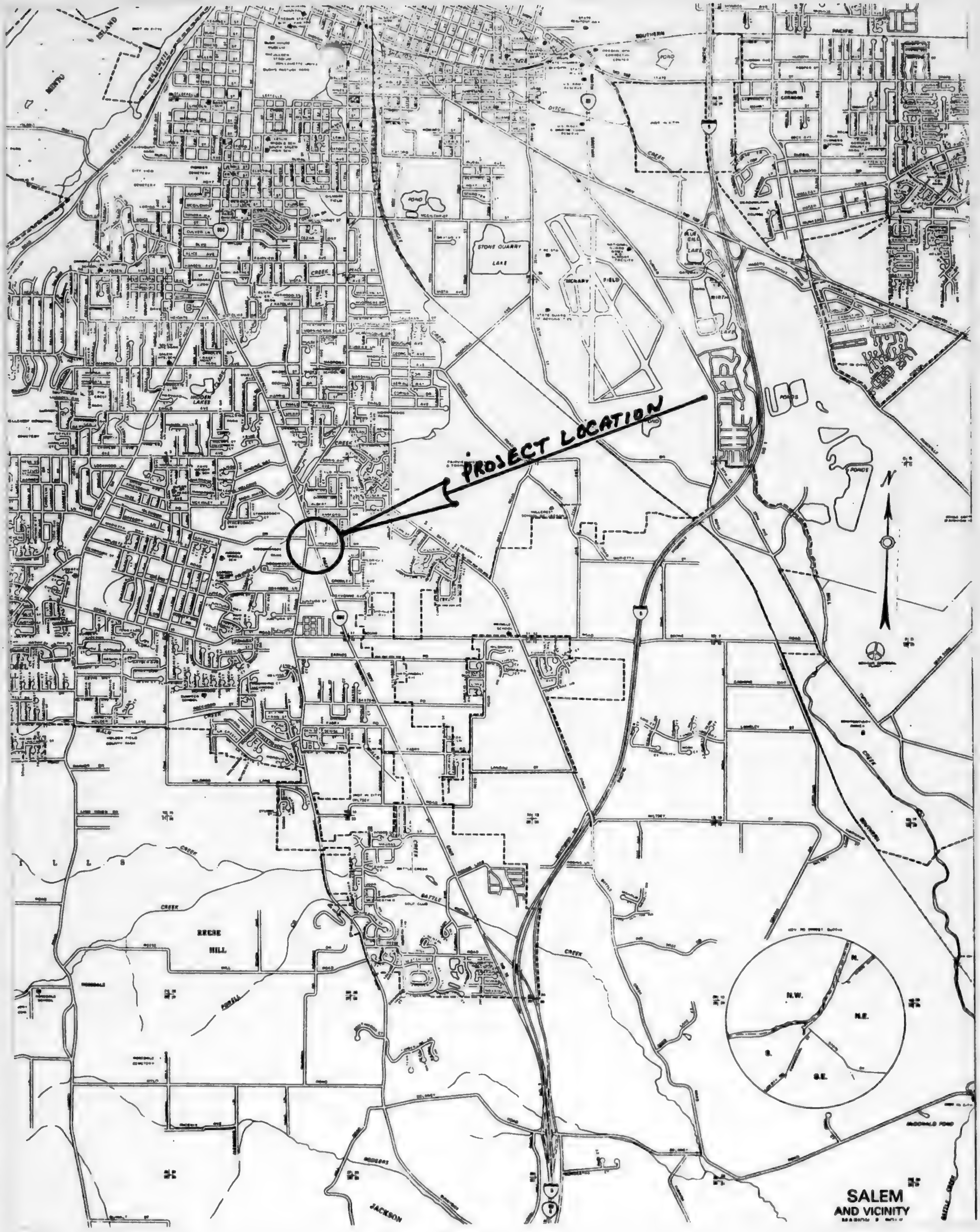
DATE: 12/30/81

NOTED
GLEN L. CLARK

NOTED
L E GEORGE

NOTED
DWAYNE HOFSTETTER

RECEIVED
DEC 31 1981
TRAFFIC ENGINEERING


PROJECT LOCATION
N
STONE QUARRY LAKE
POND
McNARY FIELD
PONDS
REESE HILL
JACKSON
CREEK
N.
N.W.
N.E.
S.
S.E.
SALEM
AND VICINITY

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

February 6, 1981

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Subject: Construction-Finance Agreement for Installation of the Traffic Signal at Hilficker and State Highway 99E

Dear Phil:

After reviewing the proposed agreement, it was found that certain items need further clarification as relates to the City's concerns on the agreement.

The fundamental concern of the City is the funding split between the City and the State for the project which is specified in the agreement as being a 50-50 split between the State and the City. In light of our recent telephone conversation of January 20th as relates to the intersection, it is our understanding that the State will investigate utilization of Title II Safety funding for installation of the signal.

Further, it is the City's understanding that, based upon that, there will be no contribution by the City, should it be possible to secure Title II funds for this project.

Attached is a copy of page 21, "Six Year Highway Improvement Plan fiscal years 1980-1985" which indicates subject project funding from the State.

The City has had ongoing for over one year a Citizens Task Force which has received direct support by the City Traffic Engineering Division. Based upon the Task Force's input, they requested via City Council and have received assurances that the signal which was originally proposed for the intersection of Sunnyside and State Highway 99E would be installed at the intersection of Hilficker and 99E as stated in the subject agreement.

It is the City's understanding that presently the State has secured funding for signal modification at the intersection of Lana and State Highway 99E. It is requested that should the Hilficker and 99E signal not be able to be funded under Title II, although qualifying for Title II, that the State seriously consider delaying the project at Lana and 99E and directing necessary resources to the installation of the signal at Hilficker and 99E.

It is requested that you give consideration to the above request for revision at your earliest convenience. Should you have any questions in the interim relating to the above, please contact this office.

Very truly yours,

Bruce F. Schafer, P.E.
City Traffic Engineer

cc: Ralph Hanley
Lou McNicoll
Ron Merry
Ralph Lambert
Lew Garrison
D. H. Moehring ✓
Dean Orton

BFS/kms

PROJECT MANAGEMENT BRANCH
ASHB ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
FEB 12 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

1983 Sundial-Sandy Rv. Sec. of 9610
the Columbia Rv. Hwy. near Troutdale. (Grad, pav. & illum.)

9610

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 8, 1985
IN REPLY REFER TO
HFO.1-OR

RECEIVED
STAT. HWY ENGR
OCT 10 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
THB
Orig to
10/14

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-84-1-(6)15
Sundial - Sandy River
Price Agreement No. 6
Contract No. 9610

I concur in Price Agreement No. 6 and the associated credit to Federal participation of $1,262.50 as set forth in Mr. C. O. Fredrickson's August 23, 1985. This arrangement in effect eliminates Federal participation in the entire materials cost of non-specification GM barrier ($7.00/lin. ft.), used on the subject project.

Approved Price Agreement No. 6 has been returned to Mr. Fredrickson.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson,Const)

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/7/85	REPORT MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE		PROJECT NO. IR-84-1(6)15
COMPLETION DATE (Actual) 11/30/83	ACCEPTANCE DATE BY CONRTACT AGENCY 10/11/84	TIME ELAPSED 100 %	CONTRACT TIME SCD 11/30/83

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

SUNDIAL - SANDY RIVER BRIDGE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving & Illumination

This project provided for the overlaying of the subject section of highway including upgrading guardrails to current standards. Also, a section of Interstate frontage road was paved. The final cost of $730,000 underran the original authorization by 7 percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 18 '85
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Cy
3/19

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed by	
TITLE Area Engineer	DATE 3/15/85	TITLE Field Operations Engineer	DATE 3/15/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

November 29, 1984

The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

CON 5
#9610

Gentlemen or Ladies:

On October 16, 1984, we wrote to you concerning release of final payment on Contract No. 9610 awarded to Cascade Construction Company, Inc. for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

The total contract amount is $675,553.98 including $9,630.17 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Cascade Construction Company, Inc.
PO Box 4267
Portland, OR 97208

Don Rager & Company
200 Market Building
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9610

jc cc OSHD (Rulien)

STATE COPY

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO Fredrickson
FOR

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon Cy
DATE OF REPORT 9/4/84	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IR-84-1(4)14 19
COMPLETION DATE (Actual) 12/2/81	ACCEPTANCE DATE BY CONRTACT AGENCY 10/27/82	TIME ELAPSED 398 CD %	CONTRACT TIME 340 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

SUNDIAL - SANDY RIVER SECTION
COLUMBIA RIVER HIGHWAY
Grade, Pave and Concrete Deck Repair

This project provided for a high-density latex concrete wearing course to be placed on two structures and for miscellaneous AC overlay work within the project limits.

The contract allowed 340 calendar days to complete the work. The contractor used 398 days. A time extension of 25 1/2 days has been granted. There remains 32 1/2 days of liquidated damages.

The contractor's request to use 1 1/2 inch thick iron-filing reinforced latex concrete on the structures in lieu of the 2 1/2 inch unreinforced latex was approved. This iron-filing reinforced latex overlay was used on four structures - the Troutdale connection overcrossings and both Sandy River bridges. The overlay resulted in a very rough riding surface. The contractor elected to correct the roughness by grinding most of the decks. Following grinding, the decks are now satisfactory and ride relatively well. The State interim experimental feature report dated May 6, 1982 concludes with the recommendation that this system not be used again until the handling and finishing problems associated with the iron fiber latex modified concrete have been eliminated.

The contractor underpaid a number of employees by placing them in training positions. One position was approved. However, a total of nineteen trainees were used during the course of the project with as many as eight appearing on the same payroll.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE G. K. Hassan	
TITLE Area Engineer	DATE 6/3/86	TITLE Field Operations Engineer	DATE 6/4/86

The State accepted this project 3/21/83. Final payment was made in mid-April of 1983.

The project was complete and final payment made prior to the State becoming aware of the labor violation. The State has referred this matter to the U. S. Department of Labor for further action.

The contractor was charged for 31 1/2 days of liquidated damages at $225 per day.

The project cost underran the original authorization by 7%.

- TPL -

FORM E-1 REV 10-71

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Sundial -- Sandy River		WEEK ENDING December 17, 1983
		SECTION PREFIX 626-1084
	HIGHWAY Columbia River	COUNTY Multnomah
NAME OF JOB Sundial -- Sandy River	KIND OF WORK Grading, Paving, Illumination	
CONTRACTOR Cascade Construction Co.	CONTRACT NUMBER 9610	FEDERAL AID PROJECT NUMBER IR-84-1(6)15
DATE OF CONTRACT March 22, 1983	DATE WORK STARTED April 1, 1983	ESTIMATED COMPLETION DATE November 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $782,962.73	SPECIFIED COMPLETION DATE November 30, 1983	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING $720,877.58	ENGINEERING AUTHORIZATION $62,085.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 94
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $721,318.23	ENGINEERING COST TO DATE $44,754.78	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90
ESTIMATED PERCENT: OVERRUN 1 %	PERCENT OF AUTHORIZATION 72 %	DATE PROJECT WAS COMPLETED November 30, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

Asph.Paving	DRAINAGE	GRADING	BASE	Illumination		
100	100	100	100	100		

	GRADING	Base	Asph.Paving	
MILES IN PROJECT				
MILES PARTIALLY COMPLETED				
MILES COMPLETED				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	925 CY	3000 Ton	18,500 Ton	
TOTAL QUANTITIES CORRECTED TO DATE	925 CY	3641 Ton	19,004 Ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	925 CY	3641 Ton	19,004 Ton	
AVERAGE DAILY QUANTITIES				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				
NUMBER OF SHIFTS PER DAY				
HOURS PER SHIFT				

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11		0		
MONDAY 12		0		
TUESDAY 13		0		
WEDNESDAY 14		0		
THURSDAY 15		0		
FRIDAY 16		0		
SATURDAY 17		0		

RECEIVED
DEC 19 1983
CONSTRUCTION
SECTION

GENERAL ESCRIPTION OF ACTIVITIES FOR HE WEEK

SUNDAY	
MONDAY	No activity December 9 to December 15, 1983
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Sumbitted Semi-Final December 13, 1983

SIGNED ______ LOCATION Portland
James W. McNamee, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9610

OMB No. 04-R2089

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-3-83	State Oregon County Multnomah Project No. IR-84-1(6)15

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-84 Sundial-Sandy River

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	0.697
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 773,882.00	$ 713,673.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 9 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid Project
No. IR-84-1(6)15

Sundial-Sandy River Section
Columbia River Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "EB" 472+50 to Sta. "EB" 509+70)

Mobilization	75	%	All Required	$ 10,236.00
Temporary Protection and Direction of Traffic			All Required	7,035.00
Temporary Signs	560	Sq. Ft.	6.50	3,640.00
Temporary Barricades	16	Each	25.00	400.00
Temporary Plastic Safety Markers	15	Each	25.00	375.00
Flagmen	900	Hour	18.90	17,010.00
Sequential Arrow Signs	2	Each	1,200.00	2,400.00
Removal of Structures and Obstructions			All Required	1,800.00
General Excavation	925	Cu. Yd.	6.00	5,550.00
Trench Excavation	140	Cu. Yd.	8.70	1,218.00
Furnishing and Placing Topsoil	150	Cu. Yd.	8.00	1,200.00
Aggregate Shoulders	2,300	Ton	6.31	14,513.00
Treated Base	700	Ton	16.32	11,424.00
Class "B" Asphalt Concrete Mixture	18,500	Ton	11.79	218,115.00
Asphalt Cement in Mixture	1,170	Ton	165.00	193,050.00
Asphalt in Tack Coat	30	Ton	280.00	8,400.00
12-inch Sewer Pipe	160	Lin. Ft.	27.10	4,336.00
Extra for Pipe Under Pavement	26	Lin. Ft.	21.50	559.00
Concrete Inlets, Type G-2	5	Each	373.20	1,866.00
Concrete Inlets, Type G-2MA	5	Each	450.00	2,250.00
Guard Rail, Type 2A	7,100	Lin. Ft.	5.85	41,535.00
Guard Rail, Type 3	125	Lin. Ft.	10.40	1,300.00
Guard Rail, Type 3 Modified	538	Lin. Ft.	22.50	12,105.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type B	1	Each	40.00	40.00
Rail End Pieces, Type C	2	Each	80.00	160.00
Adjusting Guard Rail	1,425	Lin. Ft.	1.60	2,280.00
Extra for Asphalt Approaches	24	Each	110.00	2,640.00
Concrete Barrier	1,175	Lin. Ft.	15.40	18,095.00
Delineators, Type 2	54	Each	22.00	1,188.00
Delineators, Type 3	10	Each	28.00	280.00
Delineators, Type 4	40	Each	12.00	480.00
Adjusting Manholes	1	Each	203.00	203.00
Capping Inlets	6	Each	90.00	540.00
				$ 587,423.00

Anticipated Items

Permanent Pavement Striping		All Required	$	3,500.00
		Subtotal	$	590,923.00
		Engineering		79,774.00
		Total	$	670,697.00

Type Code Y030
Highway Illumination

Mobilization	(25 %)	All Required	$	3,412.00
Removal of Existing Illumination		All Required		600.00
Pole Foundations		All Required		19,200.00
Roadway Lighting Poles and Bracket Arms		All Required		33,000.00
Luminaires and Ballasts		All Required		6,000.00
Switching, Conduit, Wiring, Lamps, Etc.		All Required		27,200.00
Transformer Vault		All Required		1,500.00
		Subtotal	$	90,912.00
		Engineering		12,273.00
		Total	$	103,185.00

Length of Roadway ---------- 0.697 mi.
Cost of Roadway Per Mile----$962,262.55

Retain in Program Status
(Not included in amounts below)

Replace Concrete Column Troutdale O'xing	All Required	$	5,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 670,697.00	$ 618,516.00	$ 52,181.00
Illumination	103,185.00	95,157.00	8,028.00
Total	$ 773,882.00	$ 713,673.00	$ 60,209.00

Group 1 100%
Contract No. 9610
Prefix: 626-1428
Prefix: 626-1084

Sundial-Sandy River
Nonparticipating - State Work

State Responsibility for Damages	All Required	$	3,000.00

9610

April 4, 1983

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9610

Gentleman or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9610 for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Enclosure

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Reger & Company, Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
James McNamee
L. E. George

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 18, 1983

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: SUNDIAL - SANDY RIVER ~~Sunset Highway~~ - ~~Walker Road~~ #9610

TO WHOM IT MAY CONCERN:

Our documentation of our intent to sign subcontract with certain MBE and WBE firms is attached. These firms will receive the same material for their records.

Our percentages are as follows:

MBE	15%	$102,846.35
WBE	2%	$14,513.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
George R. Morton
Vice President, Engineering

GRM:mk

Enclsoures

3-3

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 18, 1983

Dirt & Aggregate Interchange, Inc.
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

RE: Sundial - Sandy River

Gentlemen:

If awarded the above project we will award you a subcontract for the following items:

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization (Partial)	L.S.	ALL	6,900.00	6,900.00
3	Temporary Signs	S.F.	560	6.50	3,640.00
4	Temporary Barricades	Each	16	25.00	400.00
5	Temporary Plastic Safety Markers	Each	15	25.00	375.00
8	Removal of Structures & Obs.	L.S.	ALL	1,800.00	1,800.00
9	General Excavation	C.Y.	925	6.00	5,550.00
11	Furnishing & Placing Topsoil	C.Y.	150	8.00	1,200.00
21	Guard Rail Type 2A	L.F.	7,100	5.85	41,535.00
22	Guard Rail Type 3	L.F.	125	10.25	1,281.25
23	Guard Rail, Type 3 Modified	L.F.	538	22.50	12,105.00
24	Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
25	Rail End Pieces, Type B	Each	1	40.00	40.00
26	Rail End Pieces, Type C	Each	2	80.00	160.00
27	Adjusting Guard Rail	L.F.	1,425	1.50	2,137.50
29	Concrete Barrier	L.F.	1,175	15.25	17,918.75
30	Delineators, Type 2	Each	54	22.00	1,188.00
31	Delineators, Type 3	Each	10	28.00	280.00
32	Delineators, Type 4	Each	40	12.00	480.00
	Item 3 to include power hookups and all power charges			Total	98,190.50

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

David Alexander

David Alexander
Estimator

DA:mk
cc: 3-3

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 18, 1983

AK&K Trucking
1301 N. E. 63rd Street
Vancouver, WA 98665

RE: Sundial - Sandy River

Gentlemen:

If awarded the above project we will award you a subcontract for the following items:

ITEMS	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
12	Aggregates Shoulders	Ton	2,300	6.31	14,513.00
				Total	14,513.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

David Alexander
David Alexander
Estimator

DA:Mk

cc: 3-3

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

March 18, 1983

Wog'e Construction, Inc.
1637 N. E. Killingsworth Street
Portland, OR 97211

RE: Sundial - Sandy River

Gentlemen:

If awarded the above project we will award you a subcontract for the following items:

ITEMS	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
19	Concrete Inlets, Type G-2	Each	5	373.17	86 1,~~685~~.85
20	Concrete Inlets Type G-2MA	Each	5	450.00	2,250.00
34	Capping Inlets	Each	6	90.00	540.00
					4,655.85

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

David Alexander
David Alexander
Estimator

DA:mk

cc: 3-3

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
   Pacific Highway, Jackson and Josephine Counties
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
   Green Springs Highway, Klamath County
   Paving

   Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

6. Salmon Creek-Salt Creek
   Willamette Highway, Land County
   Paving

   Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County
   Grading, Paving and Signals

   Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
   Columbia River Highway, Multnomah County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

   Same as No. 1.

9. Booth Lane-Imbler
Wallowa Lake Highway, Union County
Paving

Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

1610

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-1(6)15
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30051

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83
8. FEDERAL ROUTE NUMBER Interstate 84
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Sundial - Sandy River Section

11. GENERAL DESCRIPTION OF WORK
Grade, Pave and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent pavement striping S.F $3,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.
Mr. Swan's 2-22-83 request and certifying statements are accepted.
PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,083,177, Federal funds $998,904.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/7

14. DATE 2-23-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

1-13-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-1(4)14

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00095

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/9/81

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

Sundial - Sandy River Section

11. GENERAL DESCRIPTION OF WORK

Roadside seeding and mulching

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/9/81 as requested in Mr. Keasey's letter of 1/5/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,000 Federal Funds $882.

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | [✓ Act] | File

orig 1-20-82

14. DATE 1/13/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9610

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project I-IR-84-1(6)15 Sundial-Sandy River Section Ramp Paving	Date:	August 10, 1981
From:	Division Administrator	Reply to Attn. of:	HFO-OR
To:	Mr. H. S. Coulter, State Highway Engineer, ODOT		

I concur in Mr. Swan's August 5 request to finance the paving of the connecting roadways between the split diamond interchange with Interstate funds.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

County Co.
Hwy

STATE OF OREGON **INTEROFFICE MEMO**

TO: HAL VERSTEEG
Road Design Engineer

DATE: August 6, 1981

FROM: MARION CRAFT
Region Construction Engineer

Marion Craft

SUBJECT: SUNDIAL-SANDY RIVER O'LAY PROJECT

Attached are results of cores taken on the north and south frontage roads on this section. Deflection measurements taken by John Scofield's crew show a design need for 5" of AC overlay. The pavement is 25-30 years old, and is in generally fair condition. There has been a considerable amount of patching and there is some cracking and rutting, although there are no widespread or serious base failures.

These frontage roads weren't designed for the heavy, increased truck traffic that has been generated in the last few years.

I don't believe a single layer of AC would do much more than look good for a year or two. Based on the amount and kind of traffic, the condition of the road, and the deflection tests, I would recommend placing the 5 inches of AC over the main roadway and shoulder of the frontage roads. Leveling could be included in this 5 inches.

MC/gw
Attachment
cc John Scofield
Clarence Eshelman
Jim McNamee

1 Versteeg
Anderson
2 Christensen LW
Olson
3 Sullivan JWS
Terpin
Trouw
Wakerlig

Art
Tom - Scofield copy
ob

RECEIVED
AUG 7 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

REFERRED TO
Board Stoudenmeyer
Cole Mann
Erikson 1 Hansen
Hager Dorn Leu
[✓ Return] Status Do File Copy Due
BY FINAL DESIGN ENGINEER:
make copy for job file

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for FRONTAGE RD'S SUNDIAL - SANDY R.

Made by Checked

① S. SIDE I 84, EB TL
(NEXT TO BURNS BROS SIGN)
9' RT IN TL

5" AC
13" BASE ROCK TO SAND

② S. SIDE I-84, EB SHLD
14' RT IN SHLD

3" AC
14" BASE ROCK TO SAND

③ N. SIDE I-84, EB TL
(NEXT TO TROUTDALE AIRPORT S. ENT.)
8 RT IN TL

4" AC
12" BASE ROCK TO SAND

④ N SIDE I-84, EB SHLD
13' RT IN SHLD

2" AC
14" BASE ROCK TO SAND

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Project Management

DATE: August 3, 1981

FROM: ORIGINAL SIGNED
E. S. HUNTER
E. S. Hunter
Technical Services Branch

SUBJECT:

Sundial-Sandy River
Columbia River Highway
Multnomah County

You recently wrote me stating that you feel it is appropriate to delete non-participating work from the subject contract. This work involved overlaying the frontage roads at the Troutdale Interchange.

This is to advise you that those frontage roads require some surface treatment, the extent of which is not known at the moment. The Region Engineer, with assistance from the Soils and Surfacing Section, is currently testing the roadbed and shoulders to determine the depth of overlay required to handle the heavy truck traffic utilizing the frontage road system for access to and from the Burns Bros. truck station. Whatever this investigation reveals as necessary to maintain the structural integrity of the frontage roads will be included in the final plans of the project before it is advertised for bid.

In addition, I suggest that you investigate further the eligibility for FAI participation of the frontage road system at the Troutdale Interchange. It seems to me that these roads are an integral part of interchange, serving as connections between ramps, and should therefore be eligible for FAI participation.

I agree

ESH:ja

cc ~~H. S. Coulter~~
J. H. Versteeg (enc.)

Scott E. R.

RECEIVED
STATE HWY ENGR
AUG 4'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: July 23, 1981

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Sundial-Sandy River
Columbia River Highway
Multnomah County

The frontage road overlay included in this project will not qualify for Federal-Aid funding. Considering our current financial situation, I feel it is appropriate to delete this non-participating work, which is estimated to cost $465,000.

Although this change is not required immediately, it should be made prior to advertising. Please review the plans for this project at the appropriate time and modify them where possible to reduce the amount of non-participating State funds.

SHM:pf

cc: H. S. Coulter

Ed Hardt to call with recommendation.

Ed says – 2" overlay and is
checking condition of shldrs. which
heavy trucks are breaking
at the fog - line

RECEIVED
TECHNICAL SERVICES
JUL 23 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7610

6

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-80N-1(34)10
Sundial-Sandy River, Multnomah County
Pavement Design

Date: July 2, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The overlay thickness design is approved as requested in Mr. Terpin's letter of June 9, 1981.

G. K. Hessner
for Dale E. Wilken

cc:
OSHD (F E Terpin, Loc)

RECEIVED
STATE HWY ENGR
JUL 6'81
REFER TO

FOR

Info	Immed	R/D	D/R	Sign	Act	File

1983 Booth Lane-Imbler Sec. of 9611
the Wallowa Lk. Hwy. S. of Imbler.
(Paving)

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation, Plaintiff, v. STATE OF OREGON, State Highway Division, Defendant.	)	Case No. C86-5 ORDER GRANTING MOTION FOR SUMMARY JUDGMENT

This matter came before the Court on defendant's Motion for Summary Judgment. The Court reviewed the memorada, affidavits, and arguments of counsel and is fully informed of all relevant facts. The Court finds there is no genuine issue as to any material fact and that defendant is entitled to judgment as a matter of law denying plaintiff relief on all claims. As the motion is dispositive of all plaintiff's claims, there is no just reason for delay in the entry of judgment. The Court expressly directs that final judgment be entered in favor of defendant and against plaintiff.

IT IS HEREBY ORDERED that defendant's Motion for Summary Judgment against plaintiff is allowed. It is further,

ORDERED AND DIRECTED that final judgment be entered in favor of defendant and against plaintiff.

DATED this ___ day of April, 1986.

____
DISTRICT COURT JUDGE

Submitted by William F. Cloran

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation, Plaintiff, v. STATE OF OREGON, State Highway Division, Defendant.	Case No. C86-5 JUDGMENT

This matter came before the Court on defendant's Motion for Summary Judgment. The Court granted defendant's motion which finally disposed of all claims pending between the parties.

IT IS ORDERED AND ADJUDGED that defendant is awarded final judgment dismissing all claims of plaintiff Ameada Mining with prejudice, and further that defendant shall be awarded its costs and disbursements herein on the filing of an appropriate cost bill.

DATED this ___ day of April, 1986.

DISTRICT COURT JUDGE

Submitted by William F. Cloran

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation,)
)
Plaintiff,) Case No. C86-5
)
v.)
) COST BILL--STATEMENT OF COSTS AND DISBURSEMENTS CLAIMED BY DEFENDANT
STATE OF OREGON, State Highway Division,)
)
Defendant.)

The following costs and disbusements are claimed by defendant:

Defendant's appearance fee, district court	$ 24.00
Prevailing party fee, summary judgment motion	35.00
TOTAL	$ 59.00

Note: The amount awarded as defendant's filing fee is to be paid directly to and retained by the clerk of the court.

STATE OF OREGON)
) ss:
County of Marion)

I, William F. Cloran, being first duly sworn, depose and say that I am one of the attorneys for defendant in the above entitled proceeding, that the items in the statement herein are true and correct, and that the costs and disbursements are allowable by statute or have been necessarily incurred in this proceeding as I verily believe.

William F. Cloran

William F. Cloran OSB# 72050

Subscribed and sworn to before me this 15th day of April, 1986.

Jean E. Panther

Notary Public for Oregon
My Commission Expires: 02/20/89

CERTIFICATE OF SERVICE

I hereby certify that on the 15th day of April, 1986, I served a true copy of the within form of Order Granting Motion for Summary Judgment, form of Judgment, and Cost Bill which are well founded in law upon plaintiff's attorney of record, by depositing them in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
P.O. Box 967
La Grande, Oregon 97850

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☐ Circuit Court
☒ District Court
☐ U.S. District Court

Re: Ameda Mining
v. State
Case No. C86-5
Our File No.
Order Granting S.J. / Judgment / Cost Bill
(Title of Document)

☒ Signed 4-17, 1986
☐ Filed , 19
By Judge Valentine

Carol A. Krall
(Clerk's Sig.)

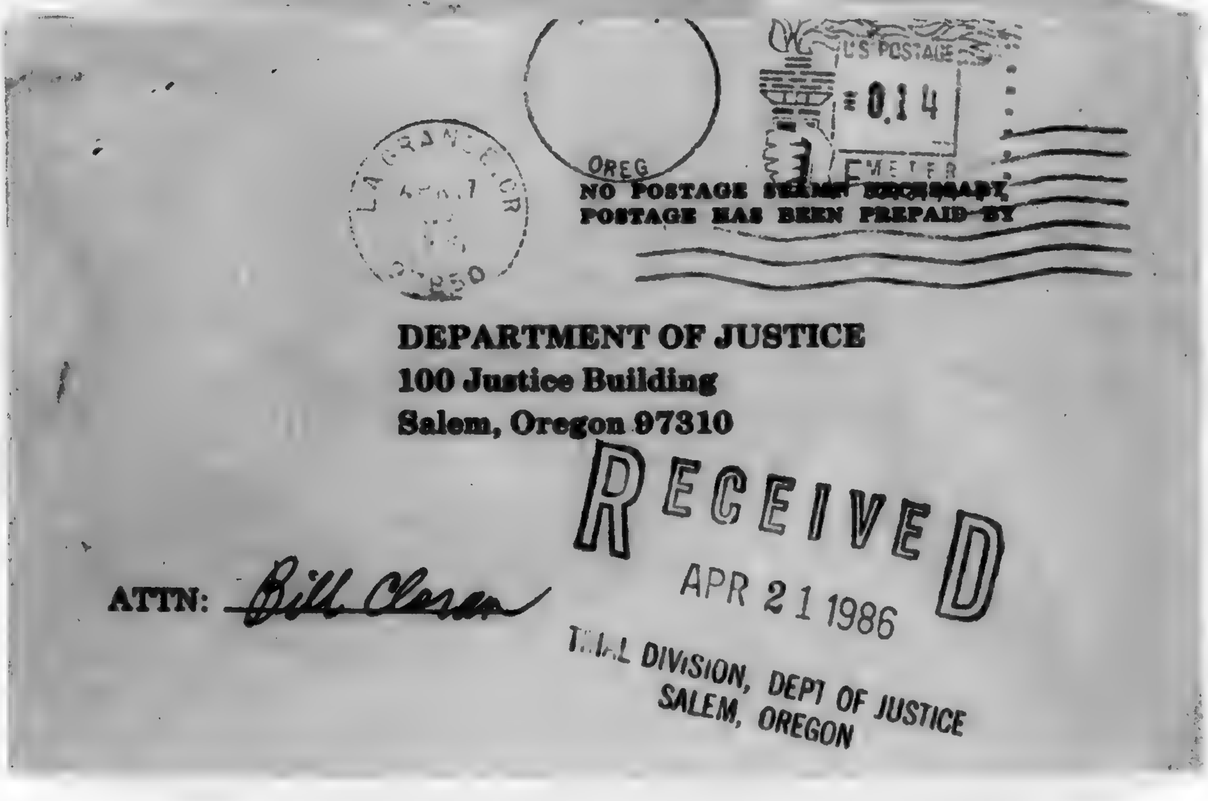
CERTIFICATE OF SERVICE

I hereby certify that on the 15th day of April, 1986, I served a true copy of the within form of Order Granting Motion for Summary Judgment, form of Judgment, and Cost Bill which are well founded in law upon plaintiff's attorney of record, by depositing them in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
P.O. Box 967
La Grande, Oregon 97850

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep



LA GRANDE OR
97850
OREG
US POSTAGE
0.14
METER
NO POSTAGE STAMP NECESSARY, POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: Bill Cloran

RECEIVED
APR 21 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

1611

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

District Court Administrator
Union County District Court
1007 Fourth Street
P.O. Box 2950
LaGrande, Oregon 97850

Re: Ameada Mining & Construction v. State of Oregon
Case No. C86-5

Dear Court Administrator:

Enclosed herewith for filing in support of defendant's Motion for Summary Judgment is a copy of defendant's Request for Admissions together with an affidavit of counsel. ORCP Rule 45B provides that when no response is received within 30 days, the matters in the request shall be deemed admitted. Plaintiff's counsel, Mr. Riedlinger, failed to respond or to object within the time allotted as set out in the affidavit.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

Enclosures

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation,)
Plaintiff,)
v.) Case No. C86-5
STATE OF OREGON, State Highway Division,) AFFIDAVIT
Defendant.)

STATE OF OREGON)
) ss
County of Marion)

The affiant being duly sworn deposes and says:

I, William F. Cloran, am an Assistant Attorney General assigned to the Trial Division of the Attorney General's office. On or about the 17th day of January 1986, I served defendant's Request for Admissions and First Request for Production of Documents upon the plaintiff by and through its attorneys, Stephen P. Riedlinger of the firm of Helm, Baum & Riedlinger, P.O. Box 967, LaGrande, Oregon 97850. A copy of that Request for Admissions together with a Certificate of Service are attached.

Mr. Riedlinger made no objection to the Request for Admissions and to date has filed no response. ORCP Rule 45B

///

///

///

provides that if no response or objection is filed within 30 days, requests shall be deemed admitted.

Affiant says no more.

WILLIAM F. CLORAN

Subscribed and sworn to before me this ___ day of April, 1986.

Notary Public for Oregon
My Commission Expires: 02/20/89

9611

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

yellow

March 17, 1986

Union County District Court
1007 Fourth Street
LaGrande OR 97850

RE: AMEADA MINING & CONSTRUCTION CO., INC. v. STATE OF OREGON

Dear Sirs:

Enclosed is an Affidavit in Support of Defendant's Motion for Summary Judgment for filing.

If you have any questions or need further information, please contact me.

Sincerely,

Robert. A Peterson

Robert A. Petersen
Assistant Attorney General

RAP:lmc

Enclosure

cc: Stephen P. Riedlinger

CASE CAPTION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation,

V.

STATE OF OREGON, State Highway Division,

Billing Number: __________

County/County's Court and Case Number: Union District #C86-5

CLIENTS

Name: __________ Name: __________

Address: __________ Address: __________

Phone: (H) ______ (W) ______ Phone: (H) ______ (W) ______

OPPOSING ATTORNEY(S)

Name Stephen P. Riedlinger

Firm Helm, Baum & Riedlinger

Address 1215 Washington Avenue/P. O. Box 967
LaGrande, OR 97850

Phone: 963-3104

WITNESSES

Name: __________ Name: __________

Address: __________ Address: __________

Phone: (H) ______ (W) ______ Phone: (H) ______ (W) ______

DEPOSITION INFORMATION

Court Reporting Firm: __________

Address: __________ Phone: ______

DEPOSITION TIME AND PLACE: __________

COURT DATES: __________

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation,

V.

STATE OF OREGON, State Highway Division,

Billing Number:

County/County's Court and Case Number: Union District #C86-5

CLIENTS

Name:	**Name:**
Address:	**Address:**
Phone: (H) **(W)**	**Phone: (H)** **(W)**

OPPOSING ATTORNEY(S)

Name Stephen P. Riedlinger

Firm Helm, Baum & Riedlinger

Address 1215 Washington Avenue/P. O. Box 967
LaGrande, OR 97850

Phone: 963-3104

WITNESSES

Name:	**Name:**
Address:	**Address:**
Phone: (H) **(W)**	**Phone: (H)** **(W)**

DEPOSITION INFORMATION

Court Reporting Firm:

Address: **Phone:**

DEPOSITION TIME AND PLACE:

COURT DATES:

MISCELLANEOUS INFORMATION

9611

DISTRICT COURT OF THE STATE OF OREGON FOR UNION COUNTY

Ameada Mining & Construction Co., Inc., an Oregon Corporation, Plaintiff/Petitioner, v. State of Oregon, State Highway Division, Defendant/Respondent.	Case. No. C86-5 AFFIDAVIT IN SUPPORT OF DEFENDANT'S MOTION FOR SUMMARY JUDGMENT

STATE OF OREGON)
) ss
County of Marion)

I, Ron Kleinschmit, being first duly sworn, depose and say as follows:

1.

I am an employe of the Oregon Department of Transportation in the Construction Section. In the course and scope of my duties, I am familiar with contracting practices and procedures, payment of the claims, and am familiar with the files and records of the Oregon Department of Transportation relating to contract administration.

2.

That I have examined an agreement for purchase of aggregate, a contract payment voucher and contract payment voucher-coversheet regarding Contract No. 9611 which involved certain improvements to the Booth Lane-Imbler Section of the Wallowa Lake Highway, located in Union county. These documents are attached hereto as Exhibits A and B, respectively, and incorporated by reference herein.

3.

According to the files and records herein, the prime contractor responsible for completion of the contract was L. T. Contractors, Inc. On or about March of 1984 final payment for material and services was made to L. T. Contractors, Inc. The attached voucher indicates that $5006.75 was approved on February 23, 1984. Included in that voucher amount was payment for "price agreement items". One of those price agreement items set forth in Exhibit A and B has items numbered 3005A "-IN PURCH EXCESS AGGREGATE" showing the payment for 1381.50 yards of aggregate at $4.50 per yard for a total of $6216.75.

4.

This sum was not included in the original bid for work to be performed, and therefore, was negotiated by the contractor and Joseph Schlieski, who was a project manager on the job. Mr. Schlieski had no authority to negotiate with any sub-contractor, and all price agreements and contract modifications would have been processed through the prime contractor.

5.

Our files and records indicate that L. T. Contractors, Inc., certified that all sub-contractors and employes had been paid. The undersigned has no knowledge, and there are no records, indicating that plaintiff had executed any type of price agreement or agreement with the Oregon Department of

///

Transportation, or that L. T. Contractors, Inc. had not paid plaintiff for claims set forth in the Amended Complaint.

Dated this 7th day of March, 1986.

Ron Kleinschmit
Ron Kleinschmit

Subscribed and sworn to before me this 7th day of March , 1986.

Frances A. Lushenko
Notary Public for Oregon
My Commission Expires: 11-30-87

[illegible] 6,210 [illegible] [illegible] March 8, 84

1-N

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Booth Lane - Imbler		CONTRACT NO. 9611
HIGHWAY Wallowa Lake	COUNTY Union	PREFIX 31-1015
CONTRACTOR'S NAME AND ADDRESS L T Contractors, Inc. P. O. Box 4448 Sunriver, Oregon 97702		F. A. PROJECT NO. F-7(11) PRICE AGREEMENT NO. 5

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Purchase remaining Aggregate Shoulder Material in stockpile

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3005A	Purchase Excess Agg. Shld. Mat'l	1500	Cu. Yds	$4.50	$6,750

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 6,750

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Material to be loaded and hauled by maintenance forces - quantity of material to be paid for will be determined by truck measure.

9-28-83 Okay [illegible]

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED ______ CONTRACTOR 9-21-83 DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

DS 10-5-83

SUBMITTED BY PROJECT MANAGER DATE 9/19/83

~~APPROVAL RECOMMENDED OR~~ APPROVED BY REGION DATE 9/23/83

NOTED ~~OR APPROVED~~ BY CONSTRUCTION DATE Duane A. Christensen 9/30/83

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1160 (REV. 1-83) [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PLEASE ACKNOWLEDGE RECEIPT OF THE FOLLOWING WARRANT ON THE LINE BELOW:

NUMBER	NAME	AMOUNT
32869	L T CONTRACTORS INC	$5,694.93

RECEIVED Megan Babler

DATE 3/15/84

ID ODL 2377325

OM
FEB [illegible]
CONSTRUCTION
SECTION
EEO
FILE

Exhibit B-1

Form 734-3122

NUMBER 32869 FISCAL YR 83/84 REGON STATE HIGHWAY DIVISIO VOUCHER RECORD

INVOICE DATE	INVOICE NUMBER OR DESCRIPTION	GROSS AMOUNT	DISCOUNT/ INTEREST	NET AMOUNT
11/30/83	9611 6F	5,694.93		5,694.93

Form 734-1350A

NOT NEGOTIABLE

TOTAL PAYMENT 5,694.93

HIGHWAY DIVISION
OREGON DEPARTMENT OF TRANSPORTATION

	DATE	CHECK NO.	PAY		$
7 4603070	03/13/84	32869	****5,694 DOLLARS	93 CENTS	$5,694.93

TO THE ORDER OF

L T CONTRACTORS INC
PICKUP

Ex B-7

32869

```
     5,694.93 +
001
     5,694.93 *
```

Ex B-2

OREGON STATE HIGHWAY DIVISION

CODE SHEET

VENDOR NO. 96180

ITEM NO.(S)	PREFIX		FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	ENCUMB LIQUID	EQUIP. NO.	CODE	AMOUNT	CREW NO.
-	31	1015	207		41	N	519.92	X				
—	31	1015	206		41	N	242.83	X				
1	31	1015	201		41	/N	6.75	C				
-	↓	↓	204		41	P	5000.00	X				
—	↓	↓	208		41	N	<74.57>	X				

Form 734-1804 (Rev. 2-80)

Exh. B-4

FINAL CONTRACT PAYMENT SUMMARY

CONTRACT NO. 9611

ESTIMATE NO. 6F

B

CONTRACTOR L T Contractors Inc
pickup

FINAL VOUCHER AMOUNT	$	5006.75
PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT		519.92
LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES)		<74.57>
PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT*		242.83
TOTAL DUE CONTRACTOR		5694.93

*INTEREST FROM 11/30/83-3/5/84 A

Frank R Giff
(DESIGNATED AUTHORITY)

F

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ .2000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
6 F	3/8/84	5006.75	2.5034	97	242.83

Form 734-1388 (rev. 8-79)

**10TH DAY AFTER MAILING.

Rev. 8-27-79

Exh. B-5

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
L T CONTRACTORS INC (PICKUP)	2/23/84	$5,006.75

CONTRACT NO.	ESTIMATE NO.	APPROVED:
9611	6 FINAL	Frank R Goff Designated Authority
PERIOD COVERED: TO 7-16-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, John L. Fisher (Name) CERTIFY THAT I AM CORP. SECRetary (Capacity) FOR LT Contractors INC (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

Ex B-6

```
CONTRACT #   9611                                EST 006

 031 1015   201(41)   1   N          6.75
            GROUP TOTAL CONTRACT ITEMS  N            6.75

        GRAND TOTAL CONTRACT ITEMS                   6.75

 031 1015   204(41)
```

Ex B-7

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	UNION	CONTRACT NO. 9611	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY	WALLOWA LAKE	FEDERAL AID PROJECT NO. F 0007011		
SECTION	BOOTH LANE-IMBLER			

9611
mailed 2/24/84

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P MOBILIZATION	LUMP SUM	78000.0000	100.000	78000.00	78000.00	
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
003	1P TEMPORARY SIGNS	SQ FT	3.0000	470.000	1410.00	1410.00	
005	1P TEMP CONT RAIL TRAFFIC BARRIER REFLECT	LIN FT	12.0000	50.000	600.00	600.00	
008	1P TEMPORARY DELINEATORS	EACH	19.0000	165.000	3135.00	3135.00	
009	1P FLAGMEN	HOUR	14.0000	551.000	7714.00	7714.00	
010	1P PILOT CAR	HOUR	1.0000	143.500	143.50	143.50	
011	1P REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	10000.0000	100.000	10000.00	10000.00	
2	1P EMBANKMENT IN PLACE	CU YD	6.0000	868.700	5212.20	5212.20	
3	1P STONE EMBANKMENT	CU YD	20.0000	168.900	3378.00	3378.00	
014	1P TRENCH EXCAVATION	CU YD	10.0000	460.400	4604.00	4604.00	
015	1P WATERING	M-GAL	5.0000	14.400	72.00	72.00	
016	1P AGGREGATE SHOULDERS	TON	6.0000	7,748.180	46489.08	46489.08	
017	1P CLASS B ASPHALT CONCRETE MIXTURE	TON	9.0000	40,752.610	366773.49	366773.49	
019	1P ASPHALT CEMENT IN MIXTURE	TON	185.0000	2,818.460	521415.10	521415.10	
020	1P ASPHALT IN TACK COAT	TON	200.0000	57.500	11500.00	11500.00	
021	1P CONCRETE IN BOX CULVERT	CU YD	300.0000	62.670	18801.00	18801.00	
022	1P REINFORCEMENT IN BOX CULVERT	LB	.6000	11,014.000	6608.40	6608.40	
023	1P GUARD RAIL TYPE 2A	LIN FT	16.0000	400.000	6400.00	6400.00	
024	1P GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	1400.00	
025	1P RAIL END PIECES TYPE C	EACH	100.0000	4.000	400.00	400.00	
026	1P EXTRA FOR ASPHALT APPROACHES	EACH	150.0000	43.000	6450.00	6450.00	
027	1P DELINEATORS TYPE 1	EACH	21.0000	177.000	3717.00	3717.00	
028	1N SINGLE MAILBOX SUPPORTS	EACH	150.0000	6.000	900.00	900.00	
	PRICE AGREEMENT ITEMS						
3003A	1P MODIF STEEL GUARDRAIL POSTS	LUMP SUM	600.0000	100.000	600.00	600.00	
3004A	1P PRICE RED NON-SPEC SHLDR AGGR	LUMP SUM	254.0000-	100.000	254.00-	254.00-	
3005A	1N PURCH EXCESS AGGREGATE	CU YD	4.5000	1,381.500	6216.75	6210.00	6.75

CS
rel.
3/6/84

DATE 02 22 84 PG. 01 9611	TOTAL CONTRACT ITEMS			
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS			
CHECKED BY:	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

Exh. 13 -

Exh B-9

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY:

HIGHWAY:

SECTION:

CONTRACT NO. 9611

ESTIMATE NO. 6

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

* RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT.

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE: 02 22 84 PG. 02 9611	TOTAL CONTRACT ITEMS	1116685.52	1116678.77	6.75
PREVIOUS VOUCHER NO.: 19048	__ % RETAINED ON CONTRACT ITEMS		5,000.00	5,000.00
CHECKED BY: JP./DT	FORCE ACCOUNT			
ENGINEER OR AUDITOR: J SCHLIESKI	TOTAL PAYMENTS	1,116,685.52	1,111,678.77	5,006.75

```
ACT071                          SUMMARY OF COST DISTRIBUTION         DATE 03/13/84
ORIGINAL                        ACCOUNTING MONTH - MARCH 1984        PAGE     199

F AC VOUCHER OBJ SYSTEM MAJOR PROJECT FUNCTION GRP      AMOUNT      P/N REF/P.O.
D YR NUMBER      COUNTY CLASS                                           CREW  HRS

G  4  32869   41     31     10     15     201 00    1         6.75    N  08056
G  4  32869   41     31     10     15     204 00    1     5,000.00    P        000
G  4  32869   41     31     10     15     206 00    1       242.83    N        000
G  4  32869   41     31     10     15     207 00    1       519.92    N        000
G  4  32869   41     31     10     15     208 00    1        74.57CR  N        000

                 EXPENDITURE TOTALS                       5,769.50  *
                                                             74.57CR*

F AC VOUCHER OBJ             CATEGORY      ACCOUNT   A/A     AMOUNT                LEDGER
D YR NUMBER                                 NUMBER                                  DATE

G  4  32869  950             99     10      102.00           5,694.93CR           03/13/84

E  4  32869  950             99     11      111.03           5,000.00CR           03/13/84

G  4  32869  950             99     13      198.00           5,000.00CR           03/13/84

E  4  32869  950             99     13      210.00           5,000.00             03/13/84

G  4  32869  950             99     13      258.03           5,000.00             03/13/84

G  4  32869  950             99     17      021.11    4      5,694.93             03/13/84

                 MAJOR CLASSES 98 + 99 TOTALS           15,694.93  *
                                                        15,694.93CR*

VOUCHER NUMBER FOR TOTALS = 32869

                                  VOUCHER TOTAL          5,694.93
                                  TOTAL GENERATED       15,694.93
                                  GENERAL LEDGER        15,694.93

TOTAL HIGHWAY FUNDS              5,694.93
TOTAL PARK FUNDS
```

Ex B-10

CERTIFICATE OF SERVICE

I hereby certify that on the ~~5th~~ 17th Rab day of March, 1986, I served a true copy of the within Affidavit in Support of Defendant's Motion for Summary Judgment which is well founded in law upon the following attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
1215 Washington Avenue
P.O. Box 967
La Grande, Oregon 97850

Robert A. Petersen OSB# 71133
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

eo

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

March 5, 1986

District Court Administrator
Union County District Court
1007 Fourth Street
LaGrande, 97850

Re: Ameada Mining v. State of Oregon
Case No. C86-5

Enclosed is defendant's Motion for Summary Judgment in the above-entitled matter.

I am in the process of gathering necessary affidavits. The Motion is filed at this time because a trial date was scheduled on April 1, (a Motion for Continuance has been filed), and I am assuming that a new trial date would be scheduled at least 15 days from that date, allowing defendant, pursuant to the Uniform Trial Court Rules, to timely submit the Motion for Summary Judgment.

I am also enclosing an Answer.

Would you kindly schedule this matter for telephonic hearing. I would expect the affidavits to be submitted no later than March 7 or 10, and, assuming plaintiff desires ten days to respond, a hearing could be scheduled in the latter part of March.

I will be in Josephine County for a trial that is scheduled for ten days commencing March 17, 1986. I could arrange to have a telephone conference if it were scheduled for early in the morning during that time period if the court desires.

Very truly yours,

/s/ ROBERT A. PETERSEN

Robert A. Petersen
Assistant Attorney General

RAP/eo

DISTRICT COURT OF THE STATE OF OREGON FOR UNION COUNTY

Ameada Mining & Construction Co., Inc., an Oregon Corporation, Plaintiff/Petitioner, v. State of Oregon, State Highway Division, Defendant/Respondent.	)	Case. No. C86-5 ANSWER TO PLAINTIFF'S AMENDED COMPLAINT

Comes now defendant, in answer to the Amended Complaint on file herein, and admits, denies, and alleges as follows:

1.

Defendant admits paragraph number 1 of the First Claim for Relief.

2.

Except as specifally admitted herein, defendant denies each and every other allegation of plaintiff's Amended Complaint and the whole thereof.

For a further answer, and by way of affirmative defense, defendant alleges as follows:

3.

Defendant paid L T Contractors, Inc. for the crushed rock aggregate that is the subject matter of plaintiff's complaint.

For a second answer, and by way of further affirmative defense, defendant denies that any enforceable oral agreement was

///

made by the employees or agents set forth in paragraph number two of the plaintiff's Amended Complaint.

For a further answer, and by way of further affirmative defense, defendant alleges as follows:

4.

Plaintiff's Amended Complaint fails to state facts upon which any claim for relief could be granted.

WHEREFORE, having fully answered plaintiff's Amended Complaint, defendant moves for a judgment dismissing plaintiff's first Amended Complaint, and for its costs and disbursements incurred herein.

DAVE FROHNMAYER
Attorney General

/s/ ROBERT A. PETERSEN

ROBERT A. PETERSEN OSB# 71133
Assistant Attorney General
Trial Attorney
Of Attorneys for defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

DISTRICT COURT OF THE STATE OF OREGON FOR UNION COUNTY

Ameada Mining & Construction Co., Inc., an Oregon Corporation,
Plaintiff/Petitioner,

v.

State of Oregon, State Highway Division,
Defendant/Respondent.

Case. No. C86-5

RULE 47 MOTION FOR SUMMARY JUDGMENT

Comes now the undersigned, pursuant to ORCP 47, and moves the court for an order granting summary judgment in its favor and against plaintiff's on the claims for relief set forth in the Amended Complaint on file herein. This motion will be supported by affidavits indicating that all materials furnished to the Oregon Department of Transportation were paid for, and further, will be supported by a memorandum of point and authority.

Dated this ________ day of March, 1986.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

ROBERT A. PETERSEN OSB# 71133
Assistant Attorney General
Trial Attorney
Of Attorneys for defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 5th day of March, 1986, I served a true copy of the within Answer to Plaintiff's Amended Complaint and Rule 47 Motion for Summary Judgment which is well founded in law upon the following attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
1215 Washington Avenue
P.O. Box 967
La Grande, Oregon 97850

Robert A. Petersen OSB# 71133
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

eo

9611

Yellow

DISTRICT COURT OF THE STATE OF OREGON FOR UNION COUNTY

Ameada Mining & Construction Co., Inc., an Oregon Corporation,
Plaintiff/Petitioner,

v.

State of Oregon, State Highway Division,

Defendant/Respondent.

Case. No. C86-5

AFFIDAVIT IN SUPPORT OF DEFENDANT'S MOTION FOR SUMMARY JUDGMENT

STATE OF OREGON)
) ss
County of Marion)

I, Ron Kleinschmit, being first duly sworn, depose and say as follows:

1.

I am an employe of the Oregon Department of Transportation in the Construction Section. In the course and scope of my duties, I am familiar with contracting practices and procedures, payment of the claims, and am familiar with the files and records of the Oregon Department of Transportation relating to contract administration.

2.

That I have examined an agreement for purchase of aggregate, a contract payment voucher and contract payment voucher-coversheet regarding Contract No. 9611 which involved certain improvements to the Booth Lane-Imbler Section of the Wallowa Lake Highway, located in Union county. These documents are attached hereto as Exhibits A and B, respectively, and incorporated by reference herein.

3.

According to the files and records herein, the prime contractor responsible for completion of the contract was L. T. Contractors, Inc. On or about March of 1984 final payment for material and services was made to L. T. Contractors, Inc. The attached voucher indicates that $5006.75 was approved on February 23, 1984. Included in that voucher amount was payment for "price agreement items". One of those price agreement items set forth in Exhibit A and B has items numbered 3005A "-IN PURCH EXCESS AGGREGATE" showing the payment for 1381.50 yards of aggregate at $4.50 per yard for a total of $6216.75.

4.

This sum was not included in the original bid for work to be performed, and therefore, was negotiated by the contractor and Joseph Schlieski, who was a project manager on the job. Mr. Schlieski had no authority to negotiate with any sub-contractor, and all price agreements and contract modifications would have been processed through the prime contractor.

5.

Our files and records indicate that L. T. Contractors, Inc., certified that all sub-contractors and employes had been paid. The undersigned has no knowledge, and there are no records, indicating that plaintiff had executed any type of price agreement or agreement with the Oregon Department of

///

Transportation, or that L. T. Contractors, Inc. had not paid plaintiff for claims set forth in the Amended Complaint.

Dated this ________ day of March, 1986.

____
Ron Kleinschmit

Subscribed and sworn to before me this ________ day of March , 19___.

____
Notary Public for Oregon
My Commission Expires: __________

CERTIFICATE OF SERVICE

I hereby certify that on the 5th day of March, 1986, I served a true copy of the within Affidavit in Support of Defendant's Motion for Summary Judgment which is well founded in law upon the following attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
1215 Washington Avenue
P.O. Box 967
La Grande, Oregon 97850

/s/ ROBERT A. PETERSEN

Robert A. Petersen OSB# 71133
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

eo

7611

HELM, BAUM & RIEDLINGER
LAWYERS
POST OFFICE BOX 967
LA GRANDE, OREGON 97850

CARL G. HELM, SR., 1881-1948
CARL G. HELM
DAVID C. BAUM
STEPHEN P. RIEDLINGER
RAYMOND S. BAUM

1215 WASHINGTON AVE.
TELEPHONES:
(503) 963-3104
(503) 963-7101
DOROTHY AMBROSE
PROBATE ASSISTANT

March 3, 1986

Mr. Robert Peterson
Assistant Attorney General
Department of Justice, Trial Div.
Salem, OR 97310

Re: Ameada v State of Oregon

Dear Bob:

This is to confirm our phone conversation of February 26, 1986, regarding Ameada Mining. I have no objections to your moving for a continuance and will so stipulate.

You informed me that with regard to the Requests for Admission and Production you would not be holding me to the strict time lines, and that I would have additional time in which to answer these requests. You are advised that I forwarded those matters to Van Valkenburgh to obtain a response.

I will also talk to Van Valkenburgh about the matters we discussed over the phone with regard to payment by the state to the prime contractor.

Sincerely,

Stephen P. Riedlinger

SPR:clm

RECEIVED
1983
DEPT OF JUSTICE
SALEM, OREGON

[illegible]

Amende

Clm – ~~pleading~~ plead

30.320 **SPECIAL ACTIONS A**

30.320 Contract and other actions and suits against governmental units. A suit or action may be maintained against any county and against the ① State of Oregon by and through and in the name of the appropriate state agency upon a contract made by the county in its corporate character, or made by such agency and ② within the scope of its authority; provided, however, that no suit or action may be maintained against any county or the State of Oregon upon a contract relating to the care and maintenance of an inmate or patient of any county or state institution. An action or suit may be maintained against any other public corporation mentioned in ORS 30.310 for an injury to the rights of the plaintiff arising from some act or omission of such other public corporation within the scope of its authority. An action may be maintained against any governmental unit mentioned in ORS 30.310 for liability in tort only as provided in ORS 30.260 to 30.300. [Amended by 1959 c.614 §1; 1969 c.429 §4]

Pleading
Argument
a.

Reason for Motion to Make More Definite & Certain –
ⓐ Does not follow statute
b. – Date of K. – Ties down complaint
c. – place – venue as well as reas. Mot.
d. – Oral or written – 30.320 as well as other defenses – (Bills Memo – page 1 – 2 – 16 – 20

π memo – ① Discovery no substitute for compliance of pleading rules –

Restitution claim
① Maday case ~~they~~ inappl. –
ⓐ Inverse claim – constitutional taking
ⓑ – amendment to statute since 1953
ⓒ – No Q from case – [illegible]

30.320 Contract and other actions and suits against governmental units. A suit or action may be maintained against any county and against the ① State of Oregon by and through and in the name of the appropriate state agency upon a contract made by the county in its ② corporate character, or made by such agency and within the scope of its authority; provided, however, that no suit or action may be maintained against any county or the State of Oregon upon a contract relating to the care and maintenance of an inmate or patient of any county or state institution. An action or suit may be maintained against any other public corporation mentioned in ORS 30.310 for an injury to the rights of the plaintiff arising from some act or omission of such other public corporation within the scope of its authority. An action may be maintained against any governmental unit mentioned in ORS 30.310 for liability in tort only as provided in ORS 30.260 to 30.300. [Amended by 1959 c.614 §1; 1969 c.429 §4]

Pleading
Requirements
a. -

Reason for Motion to Make More Definite & Certain
ⓐ Does not follow statute
b. - Date of K. - Ties down complaint
c. - place - venue as well as reas. Mot.
d. - Oral or written - 30.320 as well as other defenses - (Bills Memo - page 1 - 2 - 16 - 20

Π memo - ① Discovery no substitute for compliance of pleading rules -

Restitution claim
① Maday case ~~may~~ inappl -
ⓐ Inverse claim - constitutional taking
ⓑ - amendment to statute since 1953
ⓒ - No Q from case - authority (admitted by pleadings.
② Contr. - must plead compliance - has plead express agreement.

yellow

DISTRICT COURT OF THE STATE OF OREGON FOR UNION COUNTY

Ameada Mining & Construction Co., Inc., an Oregon Corporation,
Plaintiff/Petitioner,

v.

State of Oregon, State Highway Division,
Defendant/Respondent.

MOTION AND ORDER FOR CONTINUANCE

Comes now, State of Oregon, by and through the undersigned, and moves the court for an order continuing trial from April 1, 1986 to a date certain (preferably in June or July) based upon the following:

1. The undersigned has a case pending in Multnomah County Circuit Court, Seitz v. State of Oregon and Albina Human Resources Center, Multnomah County Circuit Case No. A8411-06886 which was scheduled several months ago.

2. Plaintiff has not furnished all discovery to the undersigned, which discovery is necessary for the State's defense; and

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3. Counsel for the plaintiff joins in this request.

Dated this 27th day of February, 1986.

Robert A. Petersen
Assistant Attorney General

Counsel for plaintiff joins in this request for continuance:

____
Stephen P. Reidlinger
Attorney for Plaintiff

So ordered this ________ day of February, 1986.

____
DISTRICT COURT JUDGE

9611

HELM, BAUM & RIEDLINGER
LAWYERS
POST OFFICE BOX 967
LA GRANDE, OREGON 97850

CARL G. HELM, SR., 1881-1948
CARL G. HELM
DAVID C. BAUM
STEPHEN P. RIEDLINGER
RAYMOND S. BAUM

1215 WASHINGTON AVE.
TELEPHONES:
(503) 963-3104
(503) 963-7181
DOROTHY AMBROSE
PROBATE ASSISTANT

February 27, 1986

Honorable Eric W. Valentine
District Court Judge
1007 Fourth Street
La Grande, OR 97850

Re: Ameada Mining v State of Oregon
Case No. C86-5

Dear Judge Valentine:

In reviewing the "Get Ready Notice" filed by the Court in the above-referenced case, I notice that an Exhibit Index must be filed 30 days before trial. Pursuant to the final paragraph of said Notice, Mr. Peterson, attorney for the state, is forwarding a Stipulated Motion for Continuance to me (which I have agreed to sign and file with the Court). I am accordingly not planning to file the required Index at this time, as I assume you will grant the continuance.

Please advise me if you still require the Exhibit Index at this time.

Sincerely,

Stephen P. Riedlinger

clm
cc: ✓ Robert Peterson

RECEIVED
[illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9611

HELM, BAUM & RIEDLINGER
LAWYERS
POST OFFICE BOX 967
LA GRANDE, OREGON 97850

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RAYMOND S. BAUM

1215 WASHINGTON AVE.
TELEPHONES:
(503) 963-3104
(503) 963-7181
DOROTHY AMBROSE
PROBATE ASSISTANT

February 18, 1986

Honorable Eric W. Valentine
District Court Judge
1007 Fourth Street
La Grande, OR 97850

Re: Ameada Mining v State of Oregon
Case No. C86-5

Dear Judge Valentine:

This will confirm our phone call to your office this date.

Plaintiff respectfully requests a jury.

Sincerely,

Stephen P. Riedlinger

SPR:clm
cc: M. D. Van Valkenburgh
William F. Cloran

RECEIVED
FEB 20 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM OREGON

9/11 down

DISTRICT COURT OF THE STATE OF OREGON FOR UNION COUNTY

Ameada Mining & Construction Co., Inc., an Oregon Corporation,
Plaintiff/Petitioner,

vs.

State of Oregon, State Highway Division,
Defendant/Respondent.

GET READY NOTICE

Case No. C86-5

Trial Date: April 1, 1986

ALL PARTIES SHALL:

File an index of exhibits within thirty (30) days of trial. Obtain exhibit labels from the Court. Plaintiff's exhibits are number 1 through 99; defendant's exhibits 101 through 199; and third party exhibits 201 through 299. Group exhibits for easy reference. The labels should contain the action number. List the exhibits in the order you anticipate they will be offered.

Copies of exhibits will be provided to opposing counsel five (5) days prior to trial. Opposing counsel will determine prior to trial whether objections will be lodged. Only where counsel has not had a reasonable opportunity to see an exhibit will the trial be interrupted for counsel's review.

Limitation of the number of expert witnesses for each party is: 1, 2, 3; a written curriculum vitae, marked as an exhibit, will usually suffice to the Court for the qualification of expert witnesses.

Five (5) days prior to trial, supply the Court with a list of all witnesses which can be used by the Court Reporter. Witnesses should be listed in the order you anticipate calling them.

No other exhibits will be admitted at the time of trial and no other witnesses will be allowed to testify at the time of trial, except:

a) Expert witnesses and impeachment witnesses, which need not be disclosed to the opposing party;

b) Exhibits prepared by an expert witness or exhibits to be used for impeachment purposes which need not be disclosed to the opposing party; and,

c) Other witnesses which could not have by due diligence, been produced or offered at the time of the pre-trial conference.

Within five (5) days prior to trial, counsel shall advise opposing counsel of counsel's intention to use deposition testimony (except for impeachment purposes) to enable the pre-trial preparation of objections and the offer of additional portions of deposition transcript. Counsel will provide a person (co-counsel or someone else) to read answers.

Each party shall prepare jury instructions, submitted to Court on the morning of trial with a statement of the case. The Court will ask the jury basic background questions. Counsel shall not repeat the questions of the Court to the jury. Counsel will be limited to 45 minutes each on direct voir dire unless the Court deems additional time is required in the interest of justice.

If you intend to use any special equipment, such as videotape, movies, slides, or tape recorders, contact court staff to make appropriate pre-trial arrangements.

No continuances of trial will be granted unless good cause is shown on hearing by the Court and all clients shall be present at hearing on Motion to Continue, unless the continuance is stipulated. Please consider waiving jury.

DATED: February 13, 1986

TRIAL COURT CLERK

By: Carol A. Krall

Diary ____________

cc: All lawyers, namely:

Stephen P. Reidlinger
William F. Cloran

RECEIVED
FEB 1[illegible] 1986
[illegible] DIVISION, DEPT OF JUSTICE
SALEM, OREGON

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO.,)
INC., an Oregon corporation,)
)
Plaintiff,)
)
vs.)
)
STATE OF OREGON,)
State Highway Division,)
)
Defendant.)

STATE OF OREGON)
COUNTY OF UNION) SS
I HEREBY CERTIFY THAT THE FOREGOING IS A FULL AND CORRECT COPY OF THE ORIGINAL.
SPR
ATTORNEY FOR Plaintiff

Case No. C86-5

AMENDED COMPLAINT

COMES NOW Plaintiff, Ameada Mining & Construction Co., Inc., and amends its Complaint filed herein as follows:

FIRST CLAIM FOR RELIEF
Breach of Contract

1

Plaintiff is now, and has been at all material times, an Oregon corporation.

2

On or about March, 1983, Plaintiff and Defendant entered into an oral agreement, by the terms of which Plaintiff agreed to furnish 2,000 cubic yards of crushed rock aggregate, and Defendant agreed to pay for said crushed rock aggregate in the amount of $4.00 per yard. Defendant was acting by and through its agents and employees, Joseph Schlieski and Clayton K. Ansel, who were at all material times herein within the scope of their authority.

///

///

3

Plaintiff has performed all conditions on its part to be performed.

4

Defendant breached the agreement by removing the crushed rock aggregate from the storage site, using it, but failing and refusing to pay for it, all to the damage of Plaintiff in the sum of Eight Thousand Dollars ($8,000.00).

SECOND CLAIM FOR RELIEF
Unjust Enrichment

5

Incorporates by reference paragraphs 1, 2 and 4 above.

6

In March, 1983, Defendant promised to pay to Plaintiff, on production, the reasonable value of crushed rock aggregate manufactured by Plaintiff at the specific request of Defendant.

7

Plaintiff manufactured 2,000 cubic yards of said crushed rock aggregate and Defendant used or appropriated the same.

8

The reasonable value of such crushed rock aggregate is $4.00 per cubic yard, whereof Defendant then and there had notice.

9

Defendant, although requested, has not paid Plaintiff said sum of money, or any part thereof, and refuses to do so.

///

WHEREFORE, Plaintiff prays for judgment against Defendant as follows:

(1) For the sum of $8,000.00;

(2) For interest thereon at the rate of nine percent (9%) per annum from the date of filing herein; and

(3) For its costs and disbursements incurred herein.

DATED this 13th day of February, 1986.

Stephen P. Riedlinger
OSB #77066

Of Attorneys for Plaintiff:

HELM, BAUM & RIEDLINGER
1215 Washington Avenue
P. O. Box 967
La Grande, OR 97850
Telephone: (503)963-3104

I hereby certify that I made service of the foregoing Amended Complaint upon the Defendant by depositing a duly certified copy thereof, with postage thereon, prepaid, in the post office at La Grande, Oregon, on the 13th day of February, 1986, enclosed in an envelope addressed to William F. Cloran, attorney for Defendant at the address of 450 Justice Bldg., Salem, OR 97310.

Of Attorneys for Plaintiff

9½ 11

2-7-86

SUIT ANALYSIS AND DEFENSE REPORT

File # ____________

Suit Styled Ameada Mining & Const. Co. v. State

Court District #C86-5 County Union

Tort Allegations none

Other Allegations (Non-Tort) breach of contract & unjust enrichment

Suit Demand - Specials $ 8000- General $ none

Attorney Fees $ ____________ Other Relief $ ____________

Demand $ 8000 Settlement Offered $ 0 Proposed $ 0

Joint Tortfeasors none (Name(s)) Percent of Negligence ____

Estimated Negligence of State Defendants ______ % Probable Judgment If Case Lost $ ____________

Estimated Probable Chance of Winning ______ % Estimate of Plaintiff's Comparative Negligence ______ %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program go to trial

Should Team Approach Be Considered? Yes ______ No X

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	30	50	40	50	6000.00
Investigator	0	0	0		
Law Clerk	10	0	0	18	180.00
Other					
TOTAL					6180.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? Settle ____ Trial X

Remarks: Trial should be commenced as soon as practicable.

Attorney W. Clogan Date 1-16-86

asst. Chief Trial Counsel Leslie B. Hampton Date 2-7-86

Court District #C86-5 County Union

Tort Allegations none

Other Allegations (Non-Tort) breach of contract unjust enrichment

Suit Demand - Specials $8000- General $ none

Attorney Fees $ Other Relief $

Demand $8000 Settlement Offered $ 0 Proposed $ 0

Joint Tortfeasors none (Name(s)) Percent of Negligence

Estimated Negligence of State Defendants ____ %

Probable Judgment If Case Lost $

Estimated Probable Chance of Winning ____ %

Estimate of Plaintiff's Comparative Negligence ____ %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program go to trial

Should Team Approach Be Considered? Yes ____ No X

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	30	50	40	50	6000.00
Investigator	0	0	0		
Law Clerk	10	0	0	18	180.00
Other					
TOTAL					6180.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE?

Settle ____
Trial X

Remarks: Trial should be commenced as soon as practicable.

Attorney W. Clorga Date 1-16-86

asst. Chief Trial Counsel Leslie B. Hampton Date 2-7-86

10-5-84/jep/#1

cc to DF
BG
file

9611

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO.,)
INC., an Oregon corporation,)
)
Plaintiff,)
)
vs.)
)
STATE OF OREGON,)
State Highway Division,)
)
Defendant.)

STATE OF OREGON }
COUNTY OF UNION } SS
I HEREBY CERTIFY THAT THE FOREGOING IS A FULL
AND CORRECT COPY OF THE ORIGINAL.
SPR
ATTORNEY FOR

Case No. C86-5

MEMORANDUM OF LAW

Defendant has moved to have Plaintiff make more definite and certain portions of Plaintiff's Complaint. The matters Defendant wants made more definite and certain are matters that are readily discoverable under the discovery rules. Plaintiff's Complaint sets forth all of the material elements for breach of contract. Liberal discovery rules will allow Defendant to discover Plaintiff's case and form responsive pleadings.

Defendant also claims that Plaintiff's second claim for relief should be stricken on the grounds that the State of Oregon is clothed with immunity against any suit based on a claim of unjust enrichment. Unjust enrichment is based on implied contract. In the case of Walker v Mackey, et al 197 Or 197, 251 P2d 118 (1953), rehearing denied, the State Highway Commission took lands for public use without an express agreement on its part to pay compensation. The court held where that occurred the law will imply such promise and cited the Constitution, Article One, Section 18, and O.C.L.A. Section 8-702.

At page 221 of the opinion, the court quotes Section 8-702, O.C.L.A., which provides:

> "'A suit or action may be maintained against... the State of Oregon by and through and in the name of the State Highway Commission upon a contract...made by such commission...and within the scope of its authority, and not otherwise...'"

The court construed that statute to allow compensation to be paid for land taken for public use in the absence of an express agreement on its part to pay compensation. The court said the law will imply such a promise and implied contracts may be enforced against the Highway Commission pursuant to 8-702, O.C.L.A., as amended, as that statute applied to all contracts, whether expressed or implied, and the state had therefore expressly waived its immunity to suit.

ORS 30.320 has language that is almost identical to the statute quoted in Walker, supra. ORS 30.310 provides that an action may be brought against the State of Oregon upon a contract made with the public corporation. These statutes apply to all contracts, whether expressed or implied.

Plaintiff's claim for relief sounds in implied contract, and the State of Oregon has no immunity.

RESPECTFULLY SUBMITTED this 4th day of February, 1986.

Stephen P. Riedlinger

Stephen P. Riedlinger
OSB #77066

Of Attorneys for Plaintiff:

HELM, BAUM & RIEDLINGER
1215 Washington Avenue
P. O. Box 967
La Grande, OR 97850
Telephone: (503)963-3104

RECEIVED
FEB 0[illegible] 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

7611

TELEPHONE
(503) 963-1008

ERIC W. VALENTINE
District Judge

District Court of Oregon
For Union County
1007 4th Street La Grande, Oregon 97850

William F. Cloran
Assistant Attorney General
Trial Attorney of Attorneys for Defendant
450 Justice Building
Salem, OR 97310

Case: Ameada Mining & Construction Co., vs. State of Oregon
No.: C86-5
Enclosure: Request for Admissions; First Request for Prod. of Documents
Date Received: 1-22-86

We return this enclosure. ORCP Rule 36 through 45 does not require, not permit, the filing of requests, notices, motions, statements, receipts, or responses regarding depositions, production, entry, admissions, and other discovery matters. Short of a Motion to Compel, we do not accept any filings.

Federal Courts do not accept them under counterpart rules. Please handle this privately and do not mail copies of your private correspondence to the Courts. Thank you.

Sincerely yours,

COURT OPERATIONS SUPERVISOR

By Carol A. Kroll

Enclosure(s)

cc: Official File(s)

RECEIVED
JAN 2[illegible] 1985
T..IAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9611

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, State Highway Division,

Defendant.

Case No. C86-5

REQUEST FOR ADMISSIONS

FILED
JAN [illegible]
at 4:45 P.M.
TRIAL COURT CLERK
BY Carol A [illegible]

TO: Plaintiff Ameada Mining & Construction Co., Inc., through its attorney Stephen Riedlinger

FAILURE TO SERVE A WRITTEN ANSWER OR OBJECTION WITHIN THE TIME ALLOWED BY ORCP 45B WILL RESULT IN ADMISSION OF THE FOLLOWING REQUESTS.

INSTRUCTIONS: Pursuant to ORCP Rule 45, you are requested to respond within thirty (30) days admitting, denying, or explaining your answers to each of the following statements. If additional space is required, please follow the format set out in ORCP Rule 45E.

REQUESTS FOR ADMISSION

Plaintiff is requested to admit that the following statements are true:

REQUEST NO. 1: Plaintiff Ameada Mining and Construction Co., Inc. obtained no written contract for the production of

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///

aggregate from the Oregon State Highway Division.

RESPONSE:

REQUEST NO. 2: Mr. M. D. VanValkenberg is or was in 1983 a principal of Ameada Mining & Construction Co. or held an equitable interest therein.

RESPONSE:

REQUEST NO. 3: Ameada Mining & Construction Co. was a subcontractor to L.T. Contractors, Inc. on a project known as the Booth Lake Imbler Section, Wallowa Lake Highway, Union County Contract No. 9611.

RESPONSE:

REQUEST NO. 4: Plaintiff's claim in the captioned matter is based upon an alleged oral agreement allegedly made with Mr. Joseph A. Schlieski.

RESPONSE:

REQUEST NO. 5: Plaintiff at no time made any independent inquiry to determine whether or not Mr. Schlieski had authority to enter into contracts on behalf of the State of Oregon.

RESPONSE:

REQUEST NO. 6: Plaintiff agreed to furnish the aggregate in question at the special request and insistence of L.T. Contractors, Inc.

RESPONSE:

REQUEST NO. 7: Plaintiff was to be paid directly by L.T. Contractors, Inc. for the aggregate in question.

RESPONSE:

REQUEST NO. 8: The property from which the aggregate was removed is property of the State of Oregon.

RESPONSE:

REQUEST NO. 9: Plaintiff occupied the property pursuant to a subcontract with L.T. Contractors for production of aggregate in connection with Contract No. 9611 referred to above.

RESPONSE:

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 17th day of January, 1986, I served a true copy of the within Request for Admissions which is well founded in law upon plaintiff's attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
P.O. Box 967
La Grande, Oregon 97850

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

Page

9611

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, State Highway Division,

Defendant.

Case No. C86-5

MOTION TO DISMISS AND MOTION TO MAKE MORE DEFINITE AND CERTAIN

Comes now defendant State of Oregon and moves the court for its orders as follows:

1.

For an order pursuant to ORCP Rule 21D requiring plaintiff to render paragraph 2 of its Complaint more definite and certain as to the date and place of the alleged contract and as to whether or not the contract is alleged to be oral or in writing.

2.

For an order pursuant to ORCP Rule 21A(8) dismissing plaintiff's second claim for relief on the basis of defendant's sovereign immunity from suit pursuant to Oregon Constitution Art. IV § 24. The reasons for defendant's motions are more fully set out in the Memorandum of Law attached.

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO.,
INC., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, State Highway
Division,

Defendant.

Case No. C86-5

MEMORANDUM OF LAW

AS TO PARAGRAPH 1 OF THE MOTION:

At paragraph 2 of its Complaint, plaintiff purports to plead material concerning the terms and nature of the contract allegedly entered into between plaintiff and defendant. In order to form a responsive pleading, defendant must know the time, place, and persons allegedly entering into the contract and whether the contract purports to be oral or in writing. Without such information, defendant is unable to determine with certainty whether or not it is appropriate to raise defenses concerning sovereign immunity, lack of contractual authority, or statute of frauds.

ORCP Rule 18A governs the manner of pleading claims for relief in Oregon. Concerning that rule, the Council on Court Procedures stated:

> "The Council decided to retain fact pleading as opposed to notice pleading, i.e., to retain the requirement of fairly specific description of facts as opposed to adopting the less specific fact description allowed in federal courts. This

> rule is a rewording of ORS 16.210 to fit any form in which a claim for affirmative relief is asserted and to refer to pleading a claim for relief rather than a cause of action. The necessity of pleading ultimate facts retains the present Oregon requirement of pleading facts at a fairly specific level." Council on Court Procedures Staff Comment to ORCP Rule 18A cited in Merrill, Oregon Rules of Civil Procedure 1984 Handbook, p. 39.

The allegations of paragraph 2 fail to meet the level of specificity required by failing to identify the nature of the alleged contract, i.e., oral or written, the persons alleged to have concluded it, and the date of the agreement. See Oder v. Watt, 107 Or 600, 214 P 591 (1923). ORCP Rule 21D provides the vehicle through which defendant may obtain relief through a court order requiring plaintiff to render paragraph 2 of its Complaint more definite and certain.

AS TO PARAGRAPH 2 OF THE MOTION:

State of Oregon as sovereign is clothed with immunity from suit except in those cases where immunity has been waived. Art. IV § 24 of the Constitution of Oregon provides there shall be no such waiver except by general act of the legislature. Plaintiff in its second claim for relief seeks to have the court make it an award of money against the State based upon a claim which it entitles "unjust enrichment." Oregon courts generally recognize unjust enrichment or restitution as a remedy but not as an independent claim. Theories which may be advanced to claim restitution are discussed in Derenco v. Benjamin Franklin Federal Savings and Loan, 281 Or 533, 577 P2d 477, cert den 439 US 1051

(1978); Fleming v. Weinberg, 253 Or 472, 455 P2d 600 (1969); and Cobra Building and Development, Inc. v. City of Salem, 59 Or App 441, 651 P2d 150 (1982), rev den 294 Or 295. Without exception, those theories are based upon equitable theories of constructive trust or upon legal theories of implied contract. The State of Oregon has not consented to suit upon such equitable theories, and the Supreme Court has repeatedly sanctioned dismissal of actions advancing them based on grounds of sovereign immunity. See Stairs v. Price, 247 Or 190, 428 P2d 182 (1967) (constructive trust); In re Peterson, 157 Or 696, 74 P2d 16 (1937) (implied contract). Defendant's status as sovereign shows on the face of the Complaint; and plaintiff pleads no facts showing consent to suit, omitting essential elements of its claims. Venderell v. School District No. 26C, 226 Or 263, 278-279, 360 P2d 282 (1960). A claim for unjust enrichment will not lie against the State of Oregon and ought to be dismissed pursuant to ORCP Rule 21A(8).

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the ____ day of January, 1986, I served a true copy of the within Motion to Dismiss, Motion to Make More Definite and Certain, and supporting Memorandum of Law which is well founded in law upon plaintiff's attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
P.O. Box 967
La Grande, Oregon 97850

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

FILED

JAN 22 86

at 4:45 P.M.

TRIAL COURT CLERK

BY Carol A. Kraus

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, State Highway Division,

Defendant.

Case No. C86-5

FIRST REQUEST FOR PRODUCTION OF DOCUMENTS

TO: Plaintiff Ameada Mining & Construction Co., Inc., through its attorney Stephen Riedlinger

Pursuant to ORCP Rule 43, defendant State of Oregon requests that you produce the documents called for below for inspection and copying at the offices of the Department of Justice Trial Division, Room 450 Justice Building, Salem, Oregon 97310 not later than 10 a.m. on Friday, February 21, 1986, or at such other time and place as attorneys for the parties shall agree.

As used in this request, the term "plaintiff" or "Ameada Mining" shall be taken to mean Ameada Mining & Construction Co., Inc., an Oregon corporation, its agents, directors, officers, employes, subcontractors and attorneys.

The term "document" shall be taken to mean any means for the preservation, storage or transfer of information including but not limited to materials that are written, typed, printed, recorded, photographed, or stored electronically, chemically, mechanically, or by any means whatsoever.

In the event that plaintiff asserts a claim of privilege as to any document, thing, communication, or class of documents which is otherwise responsive to a request below, plaintiff shall identify the document or class of documents or things and provide a description sufficient to support a request for *in camera* production together with a brief description of the reason that plaintiff believes the material to be privileged.

PURSUANT TO ORCP RULE 43, PLAINTIFF IS REQUESTED TO PRODUCE FOR INSPECTION AND COPYING THE FOLLOWING:

1. All documents, copies, notes, memoranda, or correspondence pertaining to the contract or agreement allegedly entered into between plaintiff and defendant on or about March 1983 as alleged in plaintiff's Complaint.

2. Any and all financial records or other records recording the acquisition, processing, manufacture, stockpiling, handling, or costs associated with procurement of source of material and manufacture of the 2,000 cubic yards of crushed rock aggregate referred to in paragraph 2 of plaintiff's Complaint.

3. All documents passing between plaintiff and L.T. Contractors, Inc., Norm Jarl, or any agents or employes of L.T. Contractors, Inc. during calendar years 1981, 1982, 1983, or 1984.

4. All claims or correspondence passing between plaintiff and L.T. Contractors, Inc. concerning the furnishing of crushed aggregate rock to L.T. Contractors, its agents, subcontractors, or the State of Oregon.

5. Any and all documents pertaining to the operation of or describing the machinery used to obtain, excavate, haul, or process the crushed rock aggregate referred to in paragraph 2 of plaintiff's Complaint.

6. Plaintiff's financial statements for 1983 and 1984.

7. W-4 forms or other documents showing the name and address of each and every employe whom plaintiff claims performed work in the manufacture of the 2,000 cubic yards of rock referred to in paragraphs 2 and 7 of plaintiff's Complaint.

8. Copies of any and all contracts or subcontracts connected with manufacture of the crushed aggregate referred to in paragraphs 2 and 7 of plaintiff's Complaint.

9. Any and all memoranda, documents, or photographs pertaining to the removal or use of the aggregate alleged at paragraphs 4 and 7 of plaintiff's Complaint.

10. Any and all documents related to any promise by defendant or any of defendant's agents or officers to pay plaintiff for the production of aggregate.

11. Any and all documents establishing the alleged reasonable value of the rock aggregate rock manufactured.

12. Any and all documents pertaining to the ownership of the aggregate rock allegedly manufactured.

13. Any and all documents concerning or pertaining to sales by the plaintiff of any aggregate material or any by-products removed or sold from the quarry site.

///

This request for production is a continuing request. Should any matter answering any request herein subsequently come into plaintiff's hands after the date set for answering this request, plaintiff shall forthwith notify defendant of the existence of the material and immediately offer its production.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 17 day of January, 1986, I served a true copy of the within First Request For Production of Documents which is well founded in law upon plaintiff's attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Stephen P. Riedlinger
Helm, Baum & Riedlinger
P.O. Box 967
La Grande, Oregon 97850

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

9611

REPORT OF DISMISSAL

L- 8806

R-

Reported to Commission: November 1986

Defendants: State of Oregon, by and through the Department of Transportation

Section: Booth Lane-Imbler

Highway: Wallowa Lake County: Union

Date Complaint Filed: 1/14/86

REMARKS:

Complaint was by a material supplier for agregate crushed and stockpiled on site. Prime D. J. Contractors Inc. was paid but apparently didn't pay the subcontractor/material supplier. The bond is the supplier's remedy. There is no privity between us and the material supplier so the judge dismissed the case. We were told the prime might refile. They have not.

William L. Cloran
Signature of Attorney

John D. McCulloch Jr.
Concurrence of Chief Counsel

cc: John McCulloch
~~[illegible]~~
[redacted]
~~[illegible]~~
Region Engineer

7611

1/14/86

In the DISTRICT Court of the State of Oregon

Fran Lushenko

for the County of UNION

Cloran

L-8806

AMEADA MINING & CONSTRUCTION CO.,
INC., an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON,
State Highway Division,

Defendant

SUMMONS

NO. C86-5

To

Francis Lushenko, Administrative Assistant
State of Oregon
450 Justice Building
Salem, Oregon

IN THE NAME OF THE STATE OF OREGON, you are hereby notified and required to appear in the above entitled court and answer the Complaint therein filed against you in the above entitled cause within thirty (30 days from the date of service of this Summons upon you; and you are hereby notified that if you fail to so appear and answer, Plaintiff, for want thereof, will apply to the court for the relief demanded therein.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

s/ STEPHEN P RIEDLINGER

of Attorneys for Plaintiff

HELM, BAUM & RIEDLINGER
1215 WASHINGTON AVE. P.O. Box 967
LA GRANDE, OREGON 97850

STATE OF OREGON;
County of UNION } *ss.*

I, the undersigned, one of Plaintiff's attorneys, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Dated at La Grande, Oregon, this 7th *day of* Jan. , 19 86

Steph P. Riedl

of Attorneys for Plaintiff

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: *You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.*

s/ STEPHEN P RIEDLINGER

of Attorneys for Plaintiff

Stephen P. Riedlinger

HELM, BAUM & RIEDLINGER
1215 WASHINGTON AVE. P.O. Box 967
LA GRANDE, OREGON 97850
503-963-3104

9611

1-1-

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UNION

AMEADA MINING & CONSTRUCTION CO., INC.)
an Oregon corporation,)
Plaintiff,)
vs.)
STATE OF OREGON, State Highway Division,)
Defendant.)

STATE OF OREGON } SS
COUNTY OF UNION }
I HEREBY CERTIFY THAT THE FOREGOING IS A FULL AND CORRECT COPY OF THE ORIGINAL
SPR
ATTORNEY FOR Plaintiff

Case No. ____________

COMPLAINT

FIRST CLAIM FOR RELIEF
Breach of Contract

1

Plaintiff is now, and has been at all material times, an Oregon corporation.

2

On or about March, 1983, Plaintiff and Defendant entered into an agreement, by the terms of which Plaintiff agreed to furnish 2,000 cubic yards of crushed rock aggregate, and Defendant agreed to pay for said crushed rock aggregate in the amount of $4.00 per yard.

3

Plaintiff has performed all conditions on its part to be performed.

4

Defendant breached the agreement by removing the crushed rock aggregate from the storage site, using it, but failing and refusing to

///

pay for it, all to the damage of Plaintiff in the sum of Eight Thousand Dollars ($8,000.00).

SECOND CLAIM FOR RELIEF
Unjust Enrichment

5

Incorporates by reference paragraphs 1, 2 and 4.

6

In March, 1983, Defendant promised to pay to Plaintiff, on production, the reasonable value of crushed rock aggregate manufactured by Plaintiff at the specific request of Defendant.

7

Plaintiff, manufactured 2,000 cubic yards of said crushed rock aggregate and Defendant used or appropriated the same.

8

The reasonable value of such crushed rock aggregate is $4.00 per cubic yard, whereof Defendant then and there had notice.

9

Defendant, although requested, has not paid Plaintiff said sum of money, or any part thereof, and refuses to do so.

WHEREFORE, Plaintiff prays for judgment against Defendant as follows:

(1) For the sum of $8,000.00;

(2) For interest thereon at the rate of nine percent (9%) per

///

///

annum from the date of filing herein; and

(3) For its costs and disbursements incurred herein.

DATED this 7th day of January, 1986.

s/ STEPHEN P RIEDLINGER
Stephen P. Riedlinger
OSB #77066

Of Attorneys for Plaintiff:

HELM, BAUM & RIEDLINGER
1215 Washington Avenue
P. O. Box 967
La Grande, OR 97850
Telephone: (503)963-3104

9611

January 6, 1986

Mr. Stephen P. Riedlinger
Helm, Baum & Riedlinger
P.O. Box 967
La Grande, Oregon 97850

Re: Ameada Mining & Construction Co.

Dear Mr. Riedlinger:

I am responding to your December 12, 1985 letter to Mr. Leslie B. Hampton of this office. Mr. Hampton has retired and the Ameada Mining Co. matter has been assigned to me. Our review of the matter indicates that your client was a subcontractor/material supplier to L T Contractors, Inc. on Contract No. 9611. According to our records, Ameada Mining Co. occupied a state quarry at L T Contractors' request and produced shoulder rock. An excess amount of 1,380 cubic yards of shoulder rock was produced and was purchased by the State from L T Contractors under Price Agreement No. 5 at an agreed unit price of $4.50 per cubic yard. Your client at no time owned either the material or the stockpile. L T Contractors was paid $4.50 per cubic yard for the material. In the event your client has not been paid, you should look to L T Contractors for payment.

Should this leave you with no choice but to file suit as indicated in your letter, we stand ready to defend. Should you wish to discuss the matter further, please feel free to contact me at 378-6313.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

HELM, BAUM & RIEDLINGER
LAWYERS
POST OFFICE BOX 967
LA GRANDE, OREGON 97850

CARL. G. HELM, SR., 1881-1948
CARL G. HELM
DAVID C. BAUM
STEPHEN P. RIEDLINGER
RAYMOND S. BAUM

1215 WASHINGTON AVE.
TELEPHONES:
(503) 963-3104
(503) 963-7181
DOROTHY AMBROSE
PROBATE ASSISTANT

December 12, 1985

State of Oregon
Department of Justice
Trial Division
100 State Office Bldg.
Salem, OR 97310

Attention: Leslie B. Hampton

Re: Ameada Mining & Construction Co.
Booth Lane, Imbler Section
Wallowa Lake Highway, Union County
Contract No. 9611

Dear Ms. Hampton:

The above-referenced file has been transferred from Mr. Van Valkenburg's office to ours for litigation. Our review of the files indicate that the State used 2,000 cubic yards of aggregate material which belonged to our client. To date no payment has been received. This is, therefore, demand for said payment at the agreed price of $4.00 per cubic yard, for a total of $8,000.

We would, of course, prefer to settle this matter without the necessity of trial. Accordingly, we would like to hear from you within fifteen (15) days of date of this letter. If we have not, then we will have no choice but to file suit.

Sincerely,

Stephen P. Riedlinger

SPR:clm
cc: Ameada Mining
M. D. Van Valkenburgh

given to me by Lee
31 Dec 85 4:30PM

RECEIVED
[illegible] 10 [illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

96..

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

: OSHD (Coulter)

REGION NO. 10	REPORT NO. 3	COUNTY Union	DIVISION Oregon
DATE OF REPORT 10/19/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-7(11)
COMPLETION DATE (Actual) 7/16/84	ACCEPTANCE DATE BY CONRTACT AGENCY 2/24/84	TIME ELAPSED 99 %	CONTRACT TIME 100 calendar days

LOCATION
From Boothlane to the community of Imbler, Union County, Oregon.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BOOTHLANE - IMBLER SECTION
WALLOWA LAKE HIGHWAY
Paving

This project provided for the overlay of the existing highway for a distance of 7.74 miles.

The final cost of the original contract bid items was $1,110,122.77, or a 8.1 percent overrun of the contract bid amount of $1,026,568. The final cost of the project including all changes and engineering was $1,187,143.25.

A final inspection of the completed work was made on July 20, 1983.

All participating work has been completed.

All project signing and striping is complete.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 23'84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ay
10/29

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.	SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer DATE 10/22/84	TITLE Field Operations Engineer DATE 10/22/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

September 21, 1984

Van Valkenburgh, Coats, Kelly
and Hoffman, P.C., Lawyers
204 E. Fourth Street
The Dalles, OR 97058

CON 5
#9611

Attention: M. D. Van Valkenburgh

Gentlemen or Ladies:

Thank you for providing us a Receipt and Release of Claims from Douglas W. Holmes dated September 11, 1984.

This acknowledges receipt of Check No. 4811 from Amcada Mining and Construction Co., Inc., in the amount of $952.15.

This was in connection to a claim filed against L. T. Contractors on Contract No. 9611 for paving on the Booth Lane-Imbler Section of the Wallowa Lake Highway in Union County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: L. T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: John Widmer

Ei
9/21

Van Valkenburgh, Coats, Kelly & Hoffman, P.C., Lawyers
204 E. Fourth Street, The Dalles, Oregon 97058 (503) 296-1106

M.D. Van Valkenburgh
J. Thomas Coats
John V. Kelly
Paul K. Hoffman

September 11, 1984

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Douglas W. Holmes

Dear Mr. Gormsen:

Please find enclosed photostat of Receipt and Release of Claims signed by Douglas W. Holmes and notarized by myself. I trust that this will suffice to dissolve any claim records in your office concerning this matter. If that is not correct please advise me.

Yours truly,

M. D. Van Valkenburgh

MDV:jes
Enclosure

RECEIVED
SEP 13 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIPT AND RELEASE OF CLAIMS

I, the undersigned DOUGLAS W. HOLMES, 1107 S. E. Gardner Road, Camas, Washington 98607, do hereby acknowledge receipt of a check No. 4811 from Ameada Mining & Construction Co., Inc., in the gross amount of $1,507.84 less $544.85 withholding for a net check in the sum of $952.15.

That above mentioned check is received in full consideration of all claims, disputed or otherwise, that I may have with Ameada Mining & Construction Co., Inc. and/or Jarl Construction, Inc. from the beginning of time to this date.

I authorize this receipt and release to be transmitted to the Department of Transportation for notice of full satisfaction of that claim and any and all other claims presently referred under their file No. CON 5 #9611.

x Douglas W Holmes
Douglas W. Holmes

SUBSCRIBED AND SWORN to before me this 11th day of September, 1984.

Notary Public for Oregon
My commission expires: 1-4-86

RECEIVED
SEP 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1611 CL84-152 t

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 1[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

August 17, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9611

Mr. D. W. Holmes
1107 SE Gardner Road
Camas, WA 98607

Dear Mr. Holmes:

This will acknowledge your letter of August 2, 1984, filing a claim against the following Highway Division contract:

FILED BY:	D. W. Holmes
AMOUNT:	$1,507.84 (amount given by phone)
FOR:	Underpayment of wages
AGAINST (Prime contractor)	L.T. Contractors, Inc.
SUBCONTRACTOR:	Ameada Mining & Construction Co., Inc.
CONTRACT NO.:	9611
PROJECT:	Booth Lane-Imbler Section, Wallowa Lake Highway, Union County
SURETY:	Seaboard Surety Company
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
8-22-84 kjm

cc: L.T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Please file immediately as must be filed by August 24, 1984.

721-0188

DW Holmes
1107 S.E. Gardner Rd
Camas, WA 98607

8-2-84

Mr Robert Gormsen
Department of Transportation
Salem, Oregon 97310

Mr. Gormsen:

I Doug Holmes wish to File a Claim for Underpayment of Wages againt performance bond on contract #9611 Island City - Imbler Job - prime Contractor L.T. Contracting - sub Contractor Ameada Mining & Construction Co. Inc. In the Amount of Approximatly $7000.00

$1507.84

Payment from claimant -

signed. Douglas W. Holmes

6-834 #1 5:93

RECEIVED

1107 S.E. Gardner Rd
Camas, WA 98607

Mr Robert Gormsen
Department of Transportation
Salem, Oregon 97310

Mr. Gormsen:

I Doug Holmes wish to File a Claim for Underpayment of Wages againt performance bond on contract #9611 Island City - Imbler Job - prime Contractor L.T. Contracting - sub Contractor Ameada Mining & Construction Co. Inc. In the Amount of Approximatly ~~$7000.00~~

$1507.84
Repayment from claimant -

Signed. Douglas W. Holmes

206-834-5593

RECEIVED
[illegible] 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C.C. Mr John Widmer

3-7213 - John WIDMER

DAVE FROHNMAYER
ATTORNEY GENERAL

William F. Gary
~~STANTON F. LONG~~
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 11, 1984

M. D. Van Valkenburgh
Attorney at Law
204 East Fourth Street
The Dalles, Oregon 97058

Re: Ameada Mining & Construction Co.
Booth Lane - Imbler Section
Wallowa Lake Highway
Union County
Contract No. 9611

Dear Meredith:

As I advised you by phone, the state entered into a price agreement with the general contractor, L. T. Contractors, Inc. for the purchase at $4.50 per yard of a quantity of shoulder rock estimated at $1,500.00. Under the price agreement, the quantity was to be determined by truck measure. The state removed all of the shoulder rock that met specifications, a total of 1,380 cubic yards. The general contractor was paid for the material under progress estimate No. 4, 10/5/83.

I am leaving next Monday, April 16, 1984, for three weeks of vacation. If you have a question during that time, you can contact William Cloran, Assistant Attorney General, now in our office.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
cc: William F. Cloran ✓
R. D. Hector
C. K. Ansell
Joe Schlieski

Contains Recycled Materials

226-1106

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Les Hampton
State Highway Commission
Legal Department

DATE: April 4, 1984

FROM: Joseph A. Schlieski Joseph A. Schlieski 963-7545

SUBJECT: Ameada Mining & Construction Company
Booth Lane - Imbler Sec.
Wallowa Lake Highway
Union County
Contract 9611

clayton ansell 963-8406

Gentlemen:

Attached find copy of letter received from a lawyer representing Ameada Mining & Construction Co.

Since this matter was originated between the contractor and your office I felt it more appropriate to let you reply to this letter.

When the construction project was substantially completed we agreed, (I and Norm Jarl), that the State would purchase some (excess shoulder aggregate.) I reviewed the excess material at the crusher site and estimated the available quantity to be closer to 1500 cubic yards. Price Agreement # 5 was written to purchase the excess shoulder aggregate (copy enclosed). My agreement had to be with the prime contractor and he negotiated a price of $4.50 a cubic yard for his overhead and profit.

The material was loaded and hauled by maintenance forces and a truck measure was kept - they took 1380 cubic yards of suitable material. The contractor was paid for this material on progress estimate #4, 10/5/83. I have no way of knowing if the prime contractor ever paid Ameada Mining.

As far as any other excess materials available after the crushing was completed - we were in a State Controlled source and the by-products belonged to the State - the contractor had no right to sell materials to anyone, Section 106.06 of the Standard Specifications for Highway Construction.

If I can be of any further assistance please let me know.

Gen Contractor - L T Contractor

5520
1380
4.5
6210

cc: Region
file

81-125-1387

Contains Recycled Materials

RECEIVED
TRIAL DIVISION [illegible]
SALEM, OREGON

Van Valkenburgh, Coats, Kelly & Hoffman, P.C., Lawyers
204 E. Fourth Street, The Dalles, Oregon 97058 (503) 296-1106

M.D. Van Valkenburgh
J. Thomas Coats
John V. Kelly
Paul K. Hoffman

April 2, 1984

Mr. Joseph A. Schlieski
P. O. Box 850
2204 Jefferson Avenue
LaGrande, Oregon 97850

Dear Mr. Schlieski:

Please be advised that I represent Ameada Mining & Construction Company. Our Company, as you know, stock piled 2000 cubic yards of aggregate material at the agreed price of $4.00 per cubic yard. This material was manufactured pursuant to an agreement between Norm Jarl and Ameada Mining & Construction Company and your office through Clayton K. Ansell and yourself. When you refused to make payment upon demand by Mr. Jarl we made arrangements to sell the aggregate to another party and subsequently learned that your department had used the material or at least removed it from the site.

Ameda Mining -

I hereby make demand for payment of a sum of not less than $8,000.00. If you have any questions concerning this matter please feel free to contact me at your earliest opportunity.

Yours truly,

M. D. Van Valkenburgh

MDV:jes
cc: Mr. Robert D. Hector
cc: Mr. Leslie B. Hampton
cc: Tom Tramontino

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Booth Lane - Imbler		CONTRACT NO. 9611
HIGHWAY Wallowa Lake	COUNTY Union	PREFIX 31-1015
CONTRACTOR'S NAME AND ADDRESS L T Contractors, Inc. P. O. Box 4448 Sunriver, Oregon 97702		F. A. PROJECT NO. F-7(11)
		PRICE AGREEMENT NO. 5

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Purchase remaining Aggregate Shoulder Material in stockpile

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3005A	Purchase Agg. Shld. Mat'l	1500	Cu. Yds	$4.50	$6,750

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 6,750

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Material to be loaded and hauled by maintenance forces - quantity of material to be paid for will be determined by truck measure.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED 9-21-83
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE
Joseph A. Schlick 9/19/83

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1169 (REV. 1-83)

[illegible]

Van Valkenburgh, Coats, Kelly & Hoffman, P.C., Lawyers
204 E. Fourth Street, The Dalles, Oregon 97058 (503) 296-1106

M.D. Van Valkenburgh
J. Thomas Coats
John V. Kelly
Paul K. Hoffman

April 2, 1984

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
Trial Division
Justice Building
Salem, Oregon 97310

Dear Les:

I have not heard further from you concerning this matter and I wish to give you additional details with respect to it.

This event arises from a March, 1983, contract between Ameada Mining & Construction Company and the Oregon State Highway Division for furnishing aggregate for the paving project on the Booth Lane - Imbler on the Wallowa Lake Highway in Union County. Ameada Mining & Construction Company crushed rock for this job as per the contract. By an additional agreement between Ameada Mining & Construction Company and the project manager, Joseph A. Schlieski, an agreement was made to produce a stock pile of a different quality of aggregate 2000 cubic yards at a rate of $4.00 per cubic yard. Clayton A. Ansell was also a party to the agreement and the rest of the information is contained in my letter of February 16, 1984, to you.

I would appreciate any information you can give me concerning this matter. Also enclosed is a copy of a letter I have written to Joseph A. Schlieski demanding payment. I would appreciate anything you can do to expedite this matter for me.

Yours truly,

M. D. Van Valkenburgh

MDV:jes
Enclosure

RECEIVED
[illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9611

F

March 1, 1984

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9611

Gentlemen or Ladies:

Contract No. 9611 awarded to L. T. Contractors, Inc., for paving on the Booth Lane-Imbler Section of the Wallowa Lake Highway in Union County was completed on October 31, 1983, and accepted by the State Highway Division on February 24, 1984.

Final payment in the amount of $5,006.75 will be released to the contractor after March 6, 1984. The total contract amount is $1,116,685.52 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: L. T. Contractors, Inc.
P. O. Box 4448
Sunriver, OR 97702

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

16 11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

District 13 Office
Route 4, Box 4062
La Grande, Oregon 97850

Telephone 963-8406

February 28, 1984

Re: Ameada Mining &
Construction Company

Leslie B. Hampton
Department of Justice
Justice Building
Salem, Oregon 97310

Dear Mr. Hampton:

The facts of the incident, from my recollection, are as follows.

I asked Mr. Jarl to quote me a price for a quantity of 3/8"-#10 crushed material. This was to be produced in conjunction with his crushing job he was doing at that time. I also said the deal would have to be handled through Joe Schlieski, as he was in charge of the contract work and that I had no funds to purchase any material. Joe Schlieski came to me later and stated that there was no extra funds to purchase the subject materials, and anyway the contract was such that all excess material at the end of his job belonged to the state, as it was a state-controlled source. Mr. Jarl was informed of these facts and I dropped the whole matter.

For your edification, contract specification that covers this action is Section 106.06 of the Standard Specification for Highway Construction, 1974 edition.

Sincerely,

C. K. Ansell

C. K. Ansell, P.E.
District Maintenance Supervisor

CKA:je
cc: R. D. Hector
Joe Schlieski

Form 734-3122

RECEIVED
MAR 2 1984
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9611

February 23, 1984

M. D. Van Valkenburgh
Attorney at Law
204 East Fourth Street
The Dalles, Oregon 97058

Re: Your Inquiry Ameada Mining & Construction Company

Dear Meridith:

I vaguely remember discussing your client's problem with you in Salem but must confess that I have forgotten the details. Unfortunately, your letter did not refresh my memory as to those details.

Nevertheless, I have forwarded your letter to the appropriate Salem regional and local offices of the Highway Division, requesting information on this matter. I will contact you later.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj

February 23, 1984

Clayton K. Ansell
District Maintenance Supervisor
Route 4, Box 4062
LaGrande, Oregon 97850

Re: Inquiry from M. D. Van Valkenburgh
Ameada Mining & Construction Company

Dear Mr. Ansell:

I forward herewith a letter of inquiry from Attorney M. D. Van Valkenburgh of The Dalles. The letter is not too clear to me but I assume he is stating that his client had an agreement to sell material to the state and that we did not honor the agreement.

Please advise me of the incident to which Mr. Van Valkenburgh refers. If there is an ongoing dispute with his client, I would appreciate the details.

Mr. Van Valkenburgh doesn't identify the "problem" that he wants resolved, but I assume that we will want to reply to this letter.

Please advise.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
Enclosure
cc: Jack L. Sollis
Robert L. Schroeder
R. D. Hector

Van Valkenburgh, Coats, Kelly & Hoffman, P.C., Lawyers
204 E. Fourth Street, The Dalles, Oregon 97058 (503) 296-1106

M.D. Van Valkenburgh
J. Thomas Coats
John V. Kelly
Paul K. Hoffman

February 16, 1984

Mr. Les Hampton
State Highway Commission
Legal Department
Transportation Building
Salem, OR 97310

Re: Ameada Mining & Construction Company

Dear Les:

Sometime ago I discussed with you an addition to the LaGrande district office in which my client, Norm Jarl, had an understanding to sell 2,000 cubic yards of material to the district office which was a by-product of a highway crushing job.

The price agreed upon was $4.00 a cubic yard. The agreement was made with Clayton K. Ansell and it was known to Joe A. Schlieski, the resident engineer, and some of the other personnel at the LaGrande office.

When Mr. Jarl asked for payment he was told that it was not agreed by Schlieski, which came as a surprise to Jarl. Jarl made arrangements to sell the product to someone else and when he returned the paper to the resident engineer's office he had caused it to be used elsewhere.

I would appreciate your inquiring into this matter and if you find the facts to be as I have related them to you I would appreciate a resolution of the problem.

We have made a similar transaction with Mr. Hawkins of The Dalles office for a similar product within the same price range and that transaction has been very satisfactory.

My impression is that Joe A. Schlieski is the fly in this ointment.

Thank you for your consideration.

Yours truly,

M. D. Van Valkenburgh

MDV:kf

9611

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE L T CONTRACTORS INC (PICKUP)	VOUCHER DATE 2/23/84	TOTAL AMOUNT $5,006.75

CONTRACT NO. 9611	ESTIMATE NO. 6 FINAL	APPROVED: F-7(11) Designated Authority
PERIOD COVERED: TO 7-16-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ CERTIFY THAT I AM ______________________
(Name) (Capacity)

FOR ______________________ THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED
(Firm or Corp.)

AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CT PAYMENT VOUCHER

STATE HIGHWAY DIVISION

7-78)

COUNTY UNION	CONTRACT NO. 9611	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY WALLOWA LAKE	FEDERAL AID PROJECT NO. F 0007011		
SECTION BOOTH LANE-IMBLER			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
ILIZATION	LUMP SUM	78000.0000	100.000	78000.00	78000
PORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	5000.0000	100.000	5000.00	5000
PORARY SIGNS	SQ FT	3.0000	470.000	1410.00	1410
MP CONT RAIL TRAFFIC BARRIER REFLECT	LIN FT	12.0000	50.000	600.00	600
PORARY DELINEATORS	EACH	19.0000	165.000	3135.00	3135
AGMEN	HOUR	14.0000	551.000	7714.00	7714
LOT CAR	HOUR	1.0000	143.500	143.50	143
MOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	10000.0000	100.000	10000.00	10000
BANKMENT IN PLACE	CU YD	6.0000	868.700	5212.20	5212
NE EMBANKMENT	CU YD	20.0000	168.900	3378.00	3378
NCH EXCAVATION	CU YD	10.0000	460.400	4604.00	4604
TERING	M-GAL	5.0000	14.400	72.00	72
REGATE SHOULDERS	TON	6.0000	7,748.180	46489.08	46489
ASS B ASPHALT CONCRETE MIXTURE	TON	9.0000	40,752.610	366773.49	366773
PHALT CEMENT IN MIXTURE	TON	185.0000	2,818.460	521415.10	521415
PHALT IN TACK COAT	TON	200.0000	57.500	11500.00	11500
NCRETE IN BOX CULVERT	CU YD	300.0000	62.670	18801.00	18801
INFORCEMENT IN BOX CULVERT	LB	.6000	11,014.000	6608.40	6608
ARD RAIL TYPE 2A	LIN FT	16.0000	400.000	6400.00	6400
ARD RAIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	1400
IL END PIECES TYPE C	EACH	100.0000	4.000	400.00	400
TRA FOR ASPHALT APPROACHES	EACH	150.0000	43.000	6450.00	6450
LINEATORS TYPE 1	EACH	21.0000	177.000	3717.00	3717
NGLE MAILBOX SUPPORTS	EACH	150.0000	6.000	900.00	900
PRICE AGREEMENT ITEMS					
DIF STEEL GUARDRAIL POSTS	LUMP SUM	600.0000	100.000	600.00	600
ICE RED NON-SPEC SHLDR AGGR	LUMP SUM	254.0000-	100.000	254.00-	254
RCH EXCESS AGGREGATE	CU YD	4.5000	1,381.500	6216.75	6210

2 84 PG. 01 9611	TOTAL CONTRACT ITEMS		
o.	% RETAINED ON CONTRACT ITEMS		
	FORCE ACCOUNT		
	TOTAL PAYMENTS		

ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

734-1020 (REV. 7-78)

COUNTY UNION	CONTRACT NO. 9611	ESTIMATE NO. 6	PREFIX NO'S.	
HIGHWAY WALLOWA LAKE	FEDERAL AID PROJECT NO. F 0007011			
SECTION BOOTH LANE-IMBLER				

.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
1	1P MOBILIZATION	LUMP SUM	78000.0000	100.000	78000.00	78000
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	5000.0000	100.000	5000.00	5000
003	1P TEMPORARY SIGNS	SQ FT	3.0000	470.000	1410.00	1410
005	1P TEMP CONT RAIL TRAFFIC BARRIER REFLECT	LIN FT	12.0000	50.000	600.00	600
008	1P TEMPORARY DELINEATORS	EACH	19.0000	165.000	3135.00	3135
009	1P FLAGMEN	HOUR	14.0000	551.000	7714.00	7714
010	1P PILOT CAR	HOUR	1.0000	143.500	143.50	143
011	1P REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	10000.0000	100.000	10000.00	10000
012	1P EMBANKMENT IN PLACE	CU YD	6.0000	868.700	5212.20	5212
013	1P STONE EMBANKMENT	CU YD	20.0000	168.900	3378.00	3378
014	1P TRENCH EXCAVATION	CU YD	10.0000	460.400	4604.00	4604
015	1P WATERING	M-GAL	5.0000	14.400	72.00	72
016	1P AGGREGATE SHOULDERS	TON	6.0000	7,748.180	46489.08	46489
017	1P CLASS B ASPHALT CONCRETE MIXTURE	TON	9.0000	40,752.610	366773.49	366773
019	1P ASPHALT CEMENT IN MIXTURE	TON	185.0000	2,818.460	521415.10	521415
020	1P ASPHALT IN TACK COAT	TON	200.0000	57.500	11500.00	11500
021	1P CONCRETE IN BOX CULVERT	CU YD	300.0000	62.670	18801.00	18801
022	1P REINFORCEMENT IN BOX CULVERT	LB	.6000	11,014.000	6608.40	6608
023	1P GUARD RAIL TYPE 2A	LIN FT	16.0000	400.000	6400.00	6400
024	1P GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	1400
025	1P RAIL END PIECES TYPE C	EACH	100.0000	4.000	400.00	400
026	1P EXTRA FOR ASPHALT APPROACHES	EACH	150.0000	43.000	6450.00	6450
027	1P DELINEATORS TYPE I	EACH	21.0000	177.000	3717.00	3717
028	1N SINGLE MAILBOX SUPPORTS	EACH	150.0000	6.000	900.00	900
	PRICE AGREEMENT ITEMS					
3003A	1P MODIF STEEL GUARDRAIL POSTS	LUMP SUM	600.0000	100.000	600.00	600
3004A	1P PRICE RED NON-SPEC SHLDR AGGR	LUMP SUM	254.0000-	100.000	254.00-	254
3005A	1N PURCH EXCESS AGGREGATE	CU YD	4.5000	1,381.500	6216.75	6210

DATE 02 22 84 PG. 01 9611	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

9611

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout

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ROAD DESIGN
SECTION

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Action

CONSTRUCTION NARRATIVE REPORT

Sub: Booth Lane - Imbler
Wallowa Lake Highway
Union County
L T Contractors, Inc.

Contract: 9611
Prefix: 31-1015
FAP #: F-7(11)
Schlieski P.M.

This project consisted of the overlay of the Wallowa Lake Highway and the replacement of a deteriorated wood structure with a RCBC.

Temporary Protection Direct: The temporary protection and direction of traffic as shown on the plans or specified in the special provisions. The contractor requested a revision in the stage construction and traffic control specified for the bridge replacement work - this revision was approved and documented on P.A. # 2.

Precast RCBC: During the location of this project and the development of the plans we argued for a precast RCBC due to the traffic control problems and the marshy work area at the bridge replacement. We were told that we could not call for a precast RCBC - that we would have to buy the forms, etc. The contractor chose to precast the RCBC in four sections and close the highway for a period of 3 days to complete the work in the shortest time possible. His plan worked well and I didn't buy any forms. This is a viable alternate for some stage construction work that should not be ignored.

AC Leveling course: Due to the varying depth of the leveling course from 0 to 4" the Class "C" mix was deleted and all leveling work completed with Class "B" mix. The existing highway was actually lower on centerline than on the shoulders due to years of maintenance patches on an earlier shoulder widening project. We were able to correct the crown and the super-rate throughout the project but had to accept some rolling longitudinal grades.

Aggregate Shoulder Material: The aggregate shoulder material meets the specifications however it is my opinion and the FHWA's - that the material is too clean. It appears to compact under the roller but there is insufficient fines to key the materials together. Vehicles hitting the shoulder material instantly are buried several inches. We need more fines or some dirt in this material to help key it up.

Mailbox Supports: This project called for the tubular mailbox support posts - the greatest problem we had was lack of a supporting shoulder behind the post anchor. This particular project lacked the conventional 3:1 shoulder slope in many areas and the mailbox turnouts were very narrow in order to stay in The R/W or out of drainage ditches. We generally had a problem with the mailbox anchors - on at least two we placed some premix concrete around the post anchor base and it worked well - so far.

Joseph A. Schlieski

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Booth Lane - Imbler
Highway: Wallowa Lake
County: Union

Contract: 9611
Prefix: 31-1015
F. A. No.: F-7(11)

Item No.	Item	Unit	Original	Semifinal	∓ %
	Bid Items	$	1,026,580.00	1,107,740.78	+ 8
	Anticipated Items	$	16,000.00	15,000.00	- 6
	Contingencies	$	46,915.56	5,742.50	
	Engineering	$	83,405.44	60,000.00	- 28
	Total	$	1,172,889.00	1,188,483.28	+ 1.3

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	∓ %
B.I. 13	Stone Embankment Extended Stone embankment under aprons and 1' outside box.	Cu. Yd.	75	169	+125
B.I. 14	Trench excavation An area 6' on each side of RCBC was removed. Material was unsitable for roadway foundation.	Cu. Yd.	75	454	+505
B.I. 17	Cl. "B" A. C. Class "B" also used for patching and leveling.	Ton	33,000	40,695.48	+23.3
B.I. 18	Cl. "C" A. C. Item deleted.	Ton	8,000	0	-100
B.I. 19	Asphalt cement in mix As required to meet A. C. design.	Ton	2350	2819.86	+20
B.I. 20	Asphalt in Tack Coat All required to complete project.	Ton	65	45.87	-29
B.I. 26	Extra for Asphalt Approaches All required to complete project.	Ea.	69	43	-38

1 Versteeg
Anderson
2 Adams
Macnab
Stoudenmayer
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1 Versteeg
Anderson
2 Adams
Cy Macnab
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ROAD DESIGN SECTION

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CONSTRUCTION NARRATIVE REPORT

Contract: 9611
Prefix: 31-1015
FAP #: F-7(11)
Schlieski P.M.

Sub: Booth Lane - Imbler
Wallowa Lake Highway
Union County
L T Contractors, Inc.

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9611

5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 10-117		County UNION
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-18-83	Project Number F-7(11)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,166,082.00	$ 1,184,082.00
Federal funds	$ 1,027,901.00	$ 1,043,768.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible] File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 13, 1983

FEDERAL AID PROJECT NO. F-7(11)

BOOTH LANE-IMBLER SECTION
WALLOWA LAKE HIGHWAY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (M.P. 5.06 to M.P. 12.80)

Subtotal of previous estimate of April 22, 1983			$1,036,518.00
PREVIOUS ESTIMATE			
Class B Asph. Conc. Mix	33,000 Ton	9.00	$ 297,000.00
REVISED ESTIMATE			
Class B Asph. Conc. Mix	35,000 Ton	9.00	$ 315,000.00
		Increase	$ 18,000.00
		SUBTOTAL	1,054,518.00
		Engineering	129,564.00
		TOTAL	$1,184,082.00

Length of Roadway ----------------	7.74 mi.
Cost of Roadway Per Mile ---------	$152,982.17

Federal Funds --------------------	$1,043,768.00
State Funds ----------------------	140,314.00
TOTAL	$1,184,082.00

Group 1: 100%
Contract No. 9611
Prefix: 31-1450
Prefix: 31-1015

RHZ:pf

7611

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-41	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-4-83	to Oregon County Union Project No. F-7(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 82, 2.4 mi. NE of Island City, N.E.
"Booth Lane-Imbler Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	7.74
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,166,082.00	$ 1,027,901.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 4 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 22, 1983

Federal-Aid Project
No. F-7(11)

Booth Lane-Imbler Section
Wallowa Lake Highway
Union County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 5.06 to M.P. 12.80)

Mobilization		All Required	$ 78,000.00
Temporary Protection and Direction of Traffic		All Required	5,000.00
Temporary Signs	546 Sq. Ft.	3.00	1,638.00
Temporary Barricades	4 Each	50.00	200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Each	12.00	2,400.00
Temporary Concrete Barriers Reflectorized	50 Lin. Ft.	25.00	1,250.00
Moving Temporary Concrete Barriers	50 Lin. Ft.	5.00	250.00
Temporary Delineators	410 Each	19.00	7,790.00
Flagmen	400 Hour	14.00	5,600.00
Pilot Car	700 Hour	1.00	700.00
Removal of Structures and Obstructions		All Required	10,000.00
Embankment in Place	720 Cu. Yd.	6.00	4,320.00
Stone Embankment	75 Cu. Yd.	20.00	1,500.00
Trench Excavation	75 Cu. Yd.	10.00	750.00
Watering	100 M-Gal.	5.00	500.00
Aggregate Shoulders	6,000 Ton	6.00	36,000.00
Class "B" Asphalt Concrete Mixture	33,000 Ton	9.00	297,000.00
Class "C" Asphalt Concrete Mixture in Leveling	8,000 Ton	9.00	72,000.00
Asphalt Cement in Mixture	2,350 Ton	185.00	434,750.00
Asphalt in Tack Coat	65 Ton	200.00	13,000.00
Concrete in Box Culvert	75 Cu. Yd.	300.00	22,500.00
Reinforcement in Box Culvert	12,000 Lb.	0.60	7,200.00
Guard Rail, Type 2A	400 Lin. Ft.	16.00	6,400.00
Guard Rail Anchors, Type 1	4 Each	350.00	1,400.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Extra for Asphalt Approaches	69 Each	150.00	10,350.00
Delineators, Type 1	220 Each	21.00	4,620.00
			$ 1,025,518.00

Anticipated Items

Permanent Pavement Striping	All Required	$	10,000.00
Temporary Erosion Control	All Required		1,000.00
		$	11,000.00
	Subtotal	$	1,036,518.00
	Engineering		129,564.00
	Total	$	1,166,082.00

Retained in Program

Temporary Traffic Signal S.F.	All Required	$	5,000.00

Length of Roadway ------------------		7.74 mi.
Cost of Roadway Per Mile -----------	$	150,656.59

Federal Funds (88.15%)--------------	$	1,027,901.00
State Funds ------------------------		138,181.00
Total	$	1,166,082.00

Group 1 100% Group 8 %
Contract No. 9611
Prefix: 31-1450
Prefix: 31-1015

Booth Lane-Imbler Section
Nonparticipating - State Work

Single Mailbox Supports	7 Each	150.00	$ 1,050.00

9611

Report #17, FINAL

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Booth Lane-Imbler	WEEK ENDING August 6, 1983
		SECTION PREFIX 31-1015
	HIGHWAY Wallowa Lake	COUNTY Union
NAME OF JOB	KIND OF WORK Paving	
CONTRACTOR L.T. Contractors, Inc.	CONTRACT NUMBER 9611	FEDERAL AID PROJECT NUMBER F-7(11)
DATE OF CONTRACT March 22, 1983	DATE WORK STARTED April 6, 1983	ESTIMATED COMPLETION DATE August, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 99
PROJECT AUTHORIZATION: $ 1,172,889	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 1,089,484	ENGINEERING AUTHORIZATION $ 83,405	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,128,687	ENGINEERING COST TO DATE $ 45,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.35 %	PERCENT OF AUTHORIZATION 54 %	DATE PROJECT WAS COMPLETED: 7-16-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		7.74			7.74
MILES PARTIALLY COMPLETED		7.74			7.74
MILES COMPLETED		7.74			7.74
TOTAL ESTIMATED QUANTITIES (CONTRACT)		6,000			41,000
TOTAL QUANTITIES CORRECTED TO DATE		7728			40,718
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		7728			40,718
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		K
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
AUG 8 1983
CONSTRUCTION SECTION
CE CAE PCE QCS SCS EEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate and most final records submitted 8-5-83.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

r11 OSHD (Coulter)

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Union	DIVISION Oregon
DATE OF INSPECTION 6/16/83	INSPECTION MADE BY David B. Carter, Area Engineer	Original Signed by D. B. Carter Area Engr.	PROJECT NO. F-7(11)

IN COMPANY WITH

Telephone call - Discussed with J. Schlieski, Project Manager, OSHD

LOCATION

From Booth Lane, (R 38E, T2S, Section 25), to the community of Imbler, Union County, Oregon.

CONTRACTOR NAME AND ADDRESS

L. T. Contractors, P.O. Box 4448, Sunriver, Oregon 97702

AWARD DATE 3/22/83	CONTRACT AMOUNT $1,026,568	TIME ALLOWED 100 C D	TIME STARTED 4/5/83	WORK STARTED 4/6/83
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 68	WORK COMPLETED 25	

RECEIVED
STATE HWY ENGR
JUN 28 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS

NOTED
W. E. SCHWARTZ
Cy 6/30

BOOTH LANE - IMBLER SECTION
WALLOWA LAKE HIGHWAY
Paving

This project provides for the overlay of the existing highway for a distance of 7.74 miles. The typical section for the project consists of twelve foot travel lanes and four foot shoulders.

The contractor has placed appoximately 4000 tons of AC leveling course. Mr. Schlieski indicated that:

1. Field tests made on this material indicate that the material is in substantial compliance with the specifications.
2. The AC mix is being delievered to the street at approximately 290°F.
3. The contractor is using reclaimed burner fuel for the burner. This plant was used recently on another federal aid project and produced AC mixture which met pertinent burner fuel contamination requirements if the plant temperatures were maintained in the area reported above.
4. Not all of the paving aggregates have been produced. The crushing operation has experienced some delays the past week.

5. Samples have been taken of the mix produced to date for compliance with the new "C" value specifications. Results are not yet available.

The concrete box culvert work has been subcontracted to Pat Aldrich Construction. The box culvert is being precast rather than built in place. This will greatly reduce the amount of time that the highway will be restricted. Present plans call for the highway at the culvert site to be closed for only five days. Traffic will be detoured on local roads during this time period. The closure is scheduled for the weekday period.

The AC aggregates as produced do not meet the target values, and so, the contractor has requested and received a contract change (Price Agreement No. 1) to allow for a change in target values for the material produced. This change requires the contractor to furnish a ¼ - #10 blend material. The contractor is proposing a 35% 3/4 - ¼; 63% ¼-0 and 2% ¼-10 split. The aggregates when blended will meet pertinent specificatons.

The progress of the project has been listed as satisfactory as it is anticipated that the work can be completed within the contract time.

1.

STATE OF OREGON

INTEROFFICE MEMO

10

TO: Vernal Moore

DATE: April 21, 1983

FROM: JAS JAS

SUBJECT: Booth Lane - Imbler Section
Wallowa Lake Highway
Union County
Contract 9611

Expt

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Turpin
Trout
Wakerlig

RECEIVED
APR 25 1983
ROAD DESIGN
SECTION

Do Not File ☐
Route To
Bring Up ..../..../....
Action

"Material Source Development Plan Revision"

Per Section 106.03 of the special provisions, we are requesting a revision in the proposed area to be excavated - as shown in the sections C - C & D - D.

The original development plan indicates the existing conditions only in the proposed area to be excavated. The quarry has been very poorly developed and essentially left in an unsafe condition in many areas.

As shown in section C - C there is an existing 60' +/- face with loose material from previous excavations near the top of the face. The natural slope of the rock varies from near vertical to horizontal. In the area of this 60' face the natural slope is probably a 3/4 : 1. We anticipate that a working face will be left in most areas with a 2:1 where practical.

As part of the development the contractor plans to push some material into the existing pit and raise the floor 10 to 15' while leveling up the setup area shown.

On 4/12/83, Frank Schnitzer of DOGMI reviewed the work and indicated his approval of the proposed new work area.

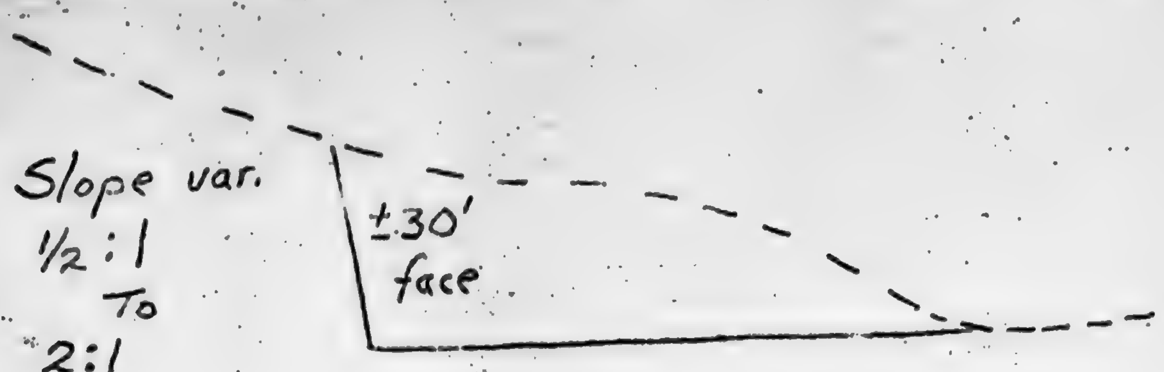
I'd recommend that we leave the original work area on the development plans in case problems develope and the contractor would be forced to excavate in the original area.

cc: Donald L. Trout
Region
file

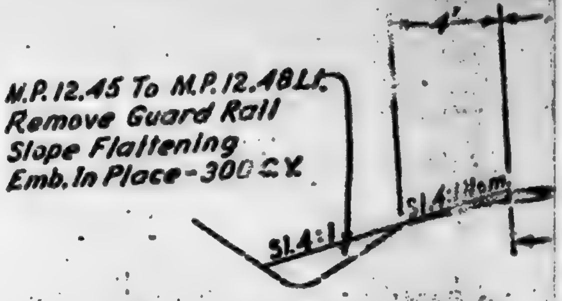
REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

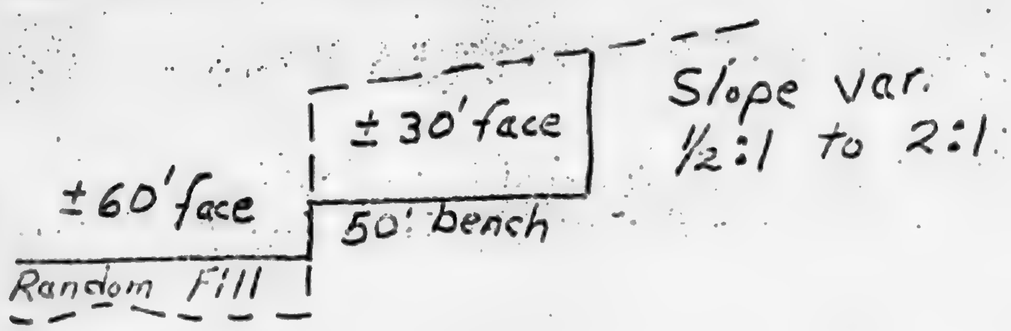
REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

TYPI

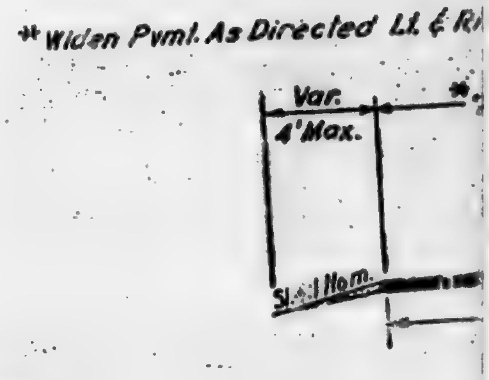

Slope var.
1/2:1
To
2:1
±30'
face

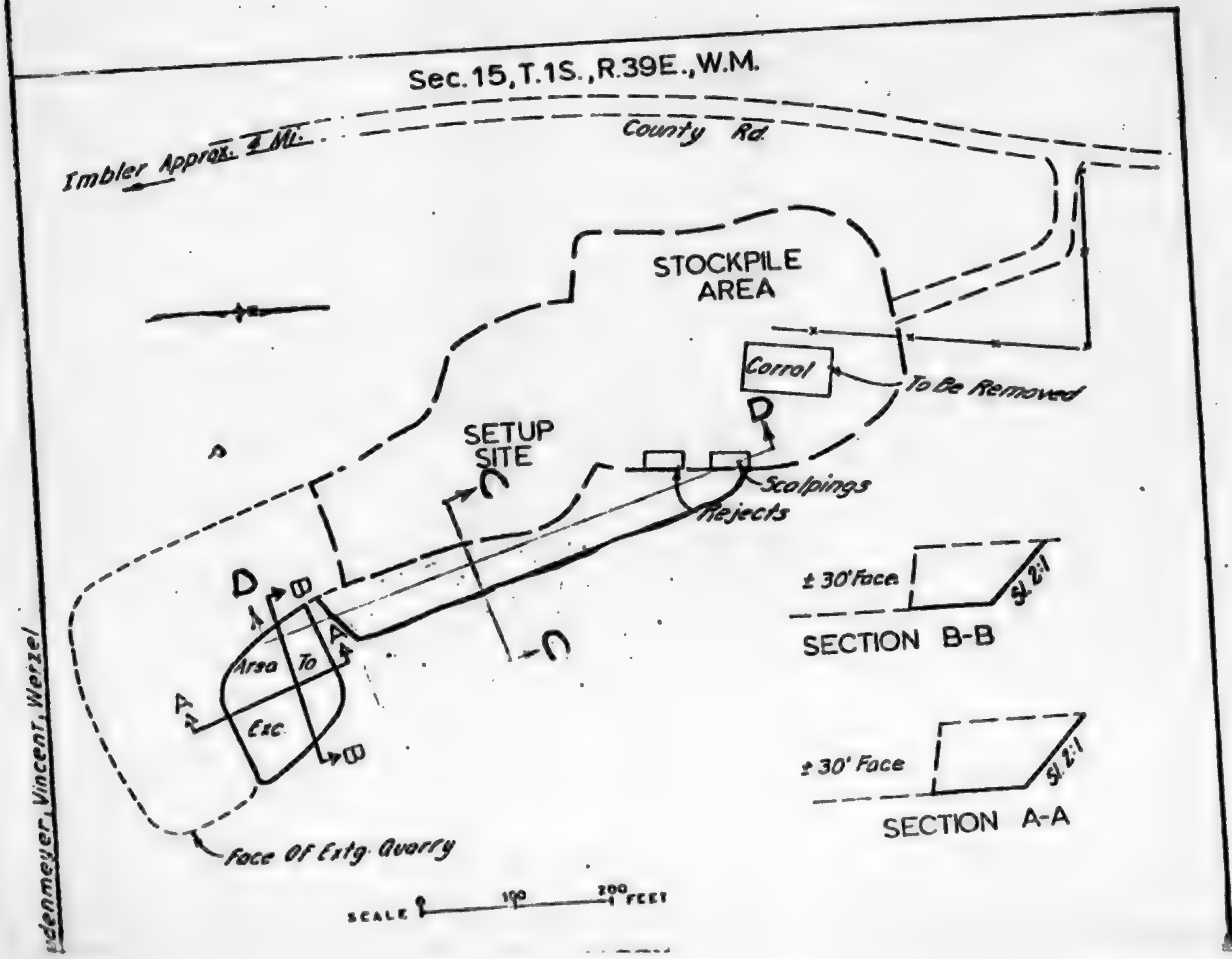
Section D-D


4'
M.P. 12.45 To M.P. 12.48 Lt.
Remove Guard Rail
Slope Flattening
Emb. In Place - 300 C.Y.
Sl. 4:1
Sl. 4:1 Nom.


±30' face
Slope var.
1/2:1 to 2:1
±60' face
50' bench
Random Fill

Section C-C


* Widen Pvmt. As Directed Lt. & Rt
Var.
4' Max.
Sl. 4:1 Nom.


Sec. 15, T.1S., R.39E., W.M.
Imbler Approx. 4 Mi.
County Rd.
STOCKPILE AREA
Corral
To Be Removed
SETUP SITE
C
C
D
D
Scalpings
Rejects
B
B
A
A
Area To Exc.
Face Of Extg. Quarry
±30' Face
Sl. 2:1
SECTION B-B
±30' Face
Sl. 2:1
SECTION A-A
SCALE 0 100 200 FEET

Note:
Const. Mailbox Turnouts - 5
(Where Directed) Dr. ik
Emb. In Place - 100 C.Y. 'M

Inst. Single Mailbox S

denmeyer, Vincent, Wetzel

HIGHWAY DIVISION - ODOT LOC 19

FILES March 11, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 17, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 17, 1983 on the following projects:

1. Gnat Creek-Westport
   Columbia River Highway, Clatsop County
   Paving (Overlay)

   Eleven- or twelve-foot travel lanes with left-turn median lane where required. Four- to eight-foot shoulders are available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Drain Slide
   Drain-Yoncalla Highway, Douglas County
   Grading and Paving

   Slide correction. Roadway to be reconstructed with twelve-foot lanes and four-foot shoulders which may be used by bicycle and pedestrian traffic.

   Same as No. 1.

3. Rice Hill-Metz Hill Interchange
   Pacific Highway, Douglas County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

4. N. Grants Pass Interchange-Rock Point
   Pacific Highway, Jackson and Josephine Counties
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Green Springs Highway @ Kerns Swamp Road
   Green Springs Highway, Klamath County
   Paving

   Intersection improvement. Twelve-foot lane with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

6. Salmon Creek-Salt Creek
   Willamette Highway, Land County
   Paving

   Overlay. Twelve-foot lanes with four-foot shoulders which are available for bicycle and pedestrian traffic.

   Same as No. 1.

7. Pacific Highway East @ Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County
   Grading, Paving and Signals

   Primarily a signal project. Minor grading and paving to establish continuity in the shoulder line. A variable width bikeway will be established throughout the limits of this project. Pedestrian signals will also be installed.

8. Sundial-Sandy River
   Columbia River Highway, Multnomah County
   Paving

   Interstate highway overlay. Ten-foot shoulders are available for pedestrian and bicycle traffic.

   Same as No. 1.

9. Booth Lane-Imbler
   Wallowa Lake Highway, Union County
   Paving

   Overlay project. Twelve-foot lanes with four- to seven-foot shoulders which are available to bicycle and pedestrian traffic.

   Same as No. 1.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30052

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:

Booth Lane - Imbler Section

11. GENERAL DESCRIPTION OF WORK

High type pavement, culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ xx CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$10,000
Temporary Erosion Control	$ 1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,352,845, Federal funds $1,192,532.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR
Info Inves R/D D/R Sign Act File

Orig to 3/7

14. DATE 2-23-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1611

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-7(-)
Booth Lane - Imbler Section
Wallowa Lake Highway
Design Standards

Date: February 4, 1983

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

We have reviewed Final Design Engineer Adam's letter of January 14, 1983, regarding the 32 foot wide typical section which is proposed for the project. This width is an exception to the minimum standards contained in the AASHTO publication "Geometric Design Standards for Highways other than Freeways, 1969."

We concur in your request. Our concurrence is based on the 3R nature of the work and the lack of any significant accident history relating to roadway width.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (D R Adams)

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
TECHNICAL SERVICE
FEB 9 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

F-7(-)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 16

January 14, 1983

Dale Wilken
Division Administrator
Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Booth Lane-Imbler Section
Wallowa Lake Highway
Union County

The primary purpose of this FA project is to extend the service life, restore the pavement section and skid resistance of the pavement with basically a 4" class "B" overlay. This section is 7.74 miles in length with an ADT of about 3000.

We are upgrading the guardrail on this project. Flares of 4 ft. and runs of 50 ft. at bridge ends will be provided.

The basic typical section is proposed as 32 ft. in width, two 12' lanes and 4' shoulders. This typical can be constructed within the existing R/W and the existing roadbed. This will require the addition of some shoulder rock. This section is consistant with other sections on this highway.

We request your approval of this exception to AASHTO standards.

J.H. Versteeg
Road Design Engineer
By

DR Adams
D.R. Adams
Final Design Engineer

DNS:kg

RECEIVED
JAN 18 1983
OREGON DIVISION

Form 734-3122

9611 10 N

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 3-1

TO: Don Stoudenmeyer
Design Supervisor

DATE: May 10, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Booth Lane - Imbler
Wallowa Lake Hwy. No. 10
Union County
M.P. 5.06 to M.P. 12.80

Versteeg
Anderson
I Adams
[illegible]
Sullivan
Terpin
[illegible]
[illegible]

RECEIVED
MAY 12 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

As requested in your letter received April 26, 1982, we have reviewed the accident history for the subject section. Our investigation revealed no apparent accident problem areas. The 1980 accident rate for the section was 0.79, compared to the statewide rate of 1.33.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

JB:np

7611 10

ROAD DESIGN SECTION DES 16

L. L. Wallace
Assistant Bridge Engineer

May 7, 1982

By Norman Henry
Don Stoudenmeyer
Design Supervisor

Booth Lane-Imbler Section
MP 5.06 to MP 12.80
Wallowa Lake Highway #10
Union County

RECEIVED
MAY 7 1982
ROAD DESIGN SECTION

✓ Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakarlig

Do Not File
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Bring Up
Action

Please review the bridge over Conley Creek, bridge No. 0837A, for an acceptable solution to connect guardrail.

This overlay project is presently on the June, 1982 contract letting, therefore, it would be appreciated if the information reached us by May 16, 1982.

NH:rw

//

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: April 27, 1982

David W. Byrson

FROM: David W. Byrson, P.E.
Assistant Hydraulics Engineer

SUBJECT: Wright Slough
Booth Lane-Imbler Section
Wallowa Lake Highway, M.P. 5.25
Union County

____ Versteeg ____
____ Anderson ____
CM Adams ____
____ Ots[illegible] ____
CM Sullivan ____
____ Terpin ____
✓ Trout ____
____ Wakerlig ____

Pw

RECEIVED
APR 28 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To ____
Bring Up ____ / ____
Action ____

The proposed project will replace an existing 38-foot long, two-span timber structure. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

Wright Slough is a west-east tributary of the Grande Ronde River and drains an area of approximately 17.6 square miles above the bridge site. Water from the Grande Ronde River is diverted via Dobbin Ditch to Wright Slough, but the amount of water diverted is insignificant when compared with natural runoff from the drainage basin. Information from the watermaster in La Grande states that this ditch is entitled to divert 12.5 cfs from the Grande Ronde River. Since there is no stream gage data available for Wright Slough, the recurrence interval vs. peak discharge relationship listed below was determined from the Grande Ronde River Basin, Zone 1 chart contained in the OSHD Hydraulics Manual.

Recurrence Interval	Peak Discharge
100-year	380 cfs
50-year	340 cfs
25-year	300 cfs
10-year	250 cfs
5-year	210 cfs

Melvin Wood, the Maintenance Section Foreman, was contacted and he stated there were no maintenance problems at this site associated with flooding. To his knowledge, water has not overtopped the roadway at this location.

HYDRAULIC DESIGN

The 50-year flood of 340 cfs was chosen as the design flood with an estimated highwater elevation of 98.5 feet (assumed datum). During the 100-year flood of 380 cfs, the estimated highwater elevation is 98.8 feet. The above elevations are considered "natural" highwater elevations and are the base elevations used to determine the amount of backwater created by the alternates analyzed.

Table 1 summarized pertinent hydraulic data for the existing bridge and the alternates analyzed. The highwater elevations in the table include the backwater created by the structure. Mitered ends were assumed for the pipe-arch alternate. Vertical abutments were also assumed for the proposed bridge alternate. Pressure flow will occur for all the alternates during the design flood.

RIPRAP

For the pipe-arch alternate, it is suggested that the embankment slopes at the inlet and outlet be protected with a 12-inch thick blanket of Class 50 loose riprap. This riprap protection should have a toe trench, but no filter blanket will be required. It is felt that no protection will be required for the box culvert or bridge alternate.

DWB:ge
Attachment

cc	Frank Terpin	w/attachment
	Walt Hart	"
	Jack Davis	"
	Don Adams	"
	Bob Hector	"

TABLE 1

STRUCTURE TYPE	GROSS WATERWAY AREA (SQ. FEET)	50-YEAR FLOOD		100-YEAR FLOOD	
		BACKWATER (FEET)	H.W. ELEVATION (FEET)	BACKWATER (FEET)	H.W. ELEVATION (FEET)
Existing Bridge	108	0.3	98.8	0.4	99.2
Proposed 15-foot Bridge	72	0.6	99.1	0.7	99.5
Proposed 12X6 RCBC	72	0.6	99.1	0.6	99.4
4 - 72"x52" Pipe-Arches	85	0.6	99.1	0.7	99.5

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs	340	380		
	m^3/s				
Frequency — yrs.		50	100		
H.W. Elevation Natural Channel	ft.	98.5	98.8		
	m.				
H.W. Elevation Channel Change	ft.	—	—		
	m.				
Average Velocity	fps	4.7±	5.3±		
	mps				
Headwater Elevation	ft.	99.1	99.5		
	m.				
Tailwater Elevation	ft.	98.5	98.8		
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Wright Slough
Wallowa Lake Highway, M.P. 5.25
Union County

COMPILED BY: Dave Bryson

DATE: April 27, 1982

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs	340	380		
	m^3/s				
Frequency — yrs.		50	100		
H.W. Elevation	ft.	98.5	98.8		
Natural Channel	m.	.			
H.W. Elevation	ft.	—	—		
Channel Change	m.				
Average	fps	4.7±	5.3±		
Velocity	mps				
Headwater	ft.	99.1	99.4		
Elevation	m.				
Tailwater	ft.	98.5	98.8		
Elevation	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 12 x 6 RCBC alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Wright Slough
Wallowa Lake Highway, M.P. 5.25
Union County

COMPILED BY: Dave Bryson

DATE: April 27, 1982

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge cfs	340	380		
m³/s				
Frequency — yrs.	50	100		
H.W. Elevation Natural Channel ft.	98.5	98.8		
m.				
H.W. Elevation Channel Change ft.	—	—		
m.				
Average Velocity fps	4.0±	4.5±		
mps				
Headwater Elevation ft.	99.1	99.5		
m.				
Tailwater Elevation ft.	98.5	98.8		
m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 4-72" x 52" pipe-arches alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Wright Slough
Wallowa Lake Highway, M.P. 5.25
Union County

COMPILED BY: Dave Bryson

DATE: April 27, 1982

9611

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: August 17, 1981

SUBJECT: Preliminary Six Year Highway Improvement Program

I do not want to be argumentative about the comments I made in my June 25 letter regarding the tentative Six Year Highway Improvement Program. Possibly there will be enough support for some of these changes through the hearing process to warrant reconsideration.

However, I would again like to make a pitch for our number one priority overlay project, Booth Lane-Imbler on the Wallowa Lake Highway. I understand prioritization at the statewide level consisted of a series of flying trips in which 115 projects were looked at in eight working days. No contact was ever made at the Region level.

There is no way that anyone could understand the problem with this section of road based on that kind of examination. Basically, this is a good section of road, built to current standards, which is beginning to deteriorate at a rapidly accelerating rate. We are spending a lot of our patching dollars on this section and have begun to lose the battle. ADT on this section is approximately 3,000 with a high percentage of heavy log, lumber and chip trucks.

In assigning priorities at the Region level, we did not necessarily pick the rattiest sections of highway in eastern Oregon. We felt that it is time to decide which highways are most important to the people in this Region and selected our priorities accordingly. Certainly the Wallowa Lake Highway is an important highway in eastern Oregon and Booth Lane-Imbler is in the most need of repair because of its rate of deterioration.

I urge that this project be reconsidered against the statewide priority list.

RECEIVED
STATE HWY ENGR
AUG 19'81
REFER TO
Maintenance
FOR

Info	Invest	R/O	D/R	Sign	Act	File
☐	☐	☐	☐	☐	☒	☐

8/19

W. E. Schwartz
Region Engineer

WES/vt

1983 South 7th St.- Parkdale 9612
Drive in Grants Pass.
(Grad., Pav. & Sign.)

- 7612

~

December 29, 1986

AGR

City of Grants Pass
City Hall
Grants Pass, OR 97526

Attention: George E. Shelley
Finance Director

MISC. CONTRACTS and
AGREEMENTS No. 60953

Attached for your files is a fully executed copy of a supplemental agreement for construction of the South 6th Street-Parkdale Drive Section of East Park Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Fran Neavoll
COMMISSION SERVICES

cgc

Attachment

bc: Gary Potter W/Agreement

June 25, 1986

AGR

City of Grants Pass
City Hall
Grants Pass, OR 97526

Attention: Finance Director

MISC. CONTRACTS and
AGREEMENTS No. 10753

Attached for your files is a fully executed copy of a supplemental agreement that designates the City as responsible for performing construction engineering on the South 6th-Parkdale Drive project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

cgc

Attachment

bc: Gary Potter W/Agreement

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (H S Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 2-6-85	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-3650(1)
COMPLETION DATE (Actual) 8-31-83	ACCEPTANCE DATE BY CONRTACT AGENCY 12-7-84	TIME ELAPSED 100 %	CONTRACT TIME Spec. completion date of 8-31-83

LOCATION

City Street-East Park Street in Grants Pass

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SOUTH 7TH STREET-PARKDALE DRIVE
EAST PARK STREET
Grading, Paving and Signing

This project provided for the construction of roadbed grading, cement-treated base, asphalt concrete pavement, concrete curbs and concrete sidewalks along 0.52 miles of city streets. A contract in the amount of $283,954.21 was awarded Copeland Paving Inc., Grants Pass, on April 21, 1983. Work began on May 4, 1983, and was completed in reasonably close conformance with the plans and specifications, including approved changes, on August 31, 1983, at a final cost of $374,041.60, which includes $314,691.94 for original bid item work; $5,031.32 for work performed under approved price agreements; $13,865.16 for force account work; $1,841.63 for State Force work; and $38,611.55 for construction engineering.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report. Project records indicate that all materials incorporated into the project were tested and/or field inspected in accordance with established procedures and found to be in reasonably close conformance with specificaiton requirements.

RECEIVED
STATE HWY ENGR
FEB 8 '85
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ Cy
2/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

December 17, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9612

Gentlemen or Ladies:

On December 12, 1984, we wrote to you concerning release of final payment on Contract No. 9612 awarded to Copeland Paving, Inc. for work on the South Seventh Street-Parkdale Drive Section of FAU 3650 in Josephine County.

Final payment on this contract is $5,375.53. The total contract amount is $333,588.42 including $13,865.16 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Copeland Paving, Inc.
PO Box 608
Grants Pass, OR 97526

bc: C. O. Fredrickson
Walt Hart
James J. Gix

1612

1-

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3650(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-26-84

4. PROGRAM NO.

5. ITEM NO. 90258

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27'84
REFER TO
Potter
FOR
Info | [illegible] | R/O | C/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 7-23-84

8. FEDERAL ROUTE NUMBER FAU 3650

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
South 6th St. - Parkdale Drive (Grants Pass) Section

11. GENERAL DESCRIPTION OF WORK
Repair irrigation line

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 7-23-84 as requested in Mr. Fredrickson's letter of 9-10-84 as being cost effective for the use of State forces to proceed with the above work is approved. State Force Order No. 5 is approved for a TEC of $1,200 Federal Funds $1,058.

14. DATE 9/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

AME OF JOB: S.7th St-Parkdale Drive	SECTION: S.7th St-Parkdale Dr (Grants Pass)	WEEK ENDING: January 21,1984
NTRACTOR: Copeland Paving,Inc.	HIGHWAY: FAU 3650	SECTION PREFIX: 317-1016
ATE OF CONTRACT: April 21,1983	KIND OF WORK: Grading, Paving and Signing	COUNTY: Josephine
VERAGE FORCE ON PROJECT FOR THE WEEK: EN: 0 SUPERVISION: 0	CONTRACT NUMBER: 9612	FEDERAL AID PROJECT NUMBER: M-3650(1)
ROJECT AUTHORIZATION: $370,273.03	DATE WORK STARTED: May 4,1983	ESTIMATED COMPLETION DATE:
CLUSIVE OF ENGINEERING: $337,273.03	SPECIFIED WORK DAYS:	WORK DAYS USED:
STIMATED COST OF COMPLETED ROJECT, EXCLUSIVE OF NGINEERING: $335,888.89	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
STIMATED PERCENT: OVERRUN UNDERRUN 0 %	SPECIFIED COMPLETION DATE: August 31,1983	PERCENT OF TIME ELAPSED:
	ENGINEERING AUTHORIZATION: $26,545.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	ENGINEERING COST TO DATE: $36,620.38	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	PERCENT OF AUTHORIZATION: 138 %	DATE PROJECT WAS COMPLETED: August 31,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

EARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT	.52	.52			.52
ILES PARTIALLY COMPLETED					
ILES COMPLETED	.52	.52			.52
OTAL ESTIMATED QUANTITIES (CONTRACT)	3,226	12,200			2,400
OTAL QUANTITIES CORRECTED TO DATE	4,800	11,064			3,379
STIMATED QUANTITIES MOVED OR PLACED TO DATE	4,800	11,064			3,379
VERAGE DAILY QUANTITIES					
VERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME					
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
UNDAY	NA			
ONDAY				
UESDAY				
VEDNESDAY				
HURSDAY				
RIDAY				
ATURDAY				

K

RECEIVED
JAN 2 4 1984
CONSTRUCTION
SECTION

FOE
SCS
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TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was substantially completed on August 31,1983.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3650(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 90258

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-14-83
8. FEDERAL ROUTE NUMBER FAU 3650
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SOUTH SIXTH STREET - PARKDALE DRIVE (GRANTS PASS)

11. GENERAL DESCRIPTION OF WORK

Bikeway Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 14, 1985 as requested in Mr. Keasey's November 9, 1983 letter as being cost-effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved for a TEC of $700; Federal Funds $617.

RECEIVED
STATE HWY ENGR
NOV 22 '83
REFER TO Potter
FOR
Info | Inter | R/D | D/R | Sign | Act | File

Orig to
11/22

14. DATE 11-15-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DATE: November 10, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S. 7th St.-Parkdale Dr. (Grants Pass) Section
FAU 3650 (E. Park St.), Josephine County
Contract No. 9612

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $35,500 or 10.6 percent.

Insufficient quantities of general excavation, aggregate for treated base and asphalt concrete paving material were provided in the contract. Additional quantities were required to construct the project to the plan grade and cross section. These additional quantities added more than $40,000 to the cost of the project.

Adjustment of irrigation facilities was provided for in the project authorization but the final cost of this work is expected to exceed the amount provided by approximately $12,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $35,500 to a new total of $370,273.03. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Jim Gix
George Bell

CTC520

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 28, 1983

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT:

Request for Increase in Project Authorization
S. 7th St.-Parkdale Dr. (Grants Pass) Section
FAU 3650 (E. Park St.), Josephine County
Contract No. 9612

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $35,500.00 or 10.6 percent.

Insufficient quantities of general excavation, aggregate for treated base and asphalt concrete paving material were provided in the contract. Additional quantities were required to construct the project to the plan grade and cross section. These additional quantities added more than $40,000 to the cost of the project.

Adjustment of irrigation facilities was provided for in the project authorization but the final cost of this work is expected to exceed the amount provided by approximately $12,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $35,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

NOTED
H.S. COULTER

cc: J. J. Gix
William Maude
R. D. Church
D. E. Swan

9612

5

rll

U. S. DEPARTMENT OF TRANSPORTA..ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3650(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90258

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/83

8. FEDERAL ROUTE NUMBER FAU 3650

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

South 6th Street - Parkdale Drive (Grants Pass) Section

11. GENERAL DESCRIPTION OF WORK

Roadside seeding and mulching

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/26/83 as requested in Mr. Keasey's letter of 10/10/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approve for a TEC of $500 Federal Funds $450.

RECEIVED
STATE HWY ENGR
OCT 20 83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 10/20

14. DATE 10/17/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9610

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-83	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County JOSEPHINE
MODIFICATION NUMBER 3	9-7-83	Project Number M-3650(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 385,698	$ 431,794
Federal funds	$ 339,984	$ 380,618
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of September, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 6, 1983

FEDERAL AID PROJECT NO. M-3650(1)

SOUTH 7TH ST.-PARKDALE DRIVE (GRANTS PASS)
FAU 3650 (EAST PARK STREET)
JOSEPHINE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE

Preliminary Engineering	All Required	$ 52,900.00

TYPE CODE I000
ROADWAY (Sta. 4+15 to Sta. 31+55)

Subtotal of previous estimate May 6, 1983	$290,131.21

PREVIOUS ESTIMATE

General Excavation	3,226	Cu. Yd.	5.30	$ 17,097.80
Aggregate For Treated Base	1,880	Cu. Yd.	5.45	10,246.00
Class "B" Asphalt Concrete	1,930	Ton	27.00	52,110.00
				$ 79,453.80

REVISED ESTIMATE

General Excavation	4,885	Cu. Yd.	5.30	$ 25,890.00
Aggregate For Treated Base	2,800	Cu. Yd.	5.45	15,260.00
Class "B" Asphalt Concrete	2,700	Ton	27.00	72,900.00
Irrigation Work (E.W.O. # 1)		All Required		15,000.00
				$129,050.50

Increase	$ 49,596.70
SUBTOTAL	339,727.91
Engineering	39,166.09
TOTAL	$378,894.00

Length of Roadway ---------------- 0.519 mi.
Cost of Roadway Per Mile --------- $730,046.24

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Preliminary Engineering	$ 52,900.00	$ 46,624.00	$ 3,138.00	$ 3,138.00
Roadway	378,894.00	333,994.00	12,450.00	12,450.00
TOTAL	$431,794.00	$380,618.00	$15,588.00	$15,588.00

Group 1: 90%; Group 8: 10%
Contract No. 9612
Prefix: 317-1927
Prefix: 317-1016

RHZ:pf

9613

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5-209		County Josephine
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-23-83	Project Number M-3650(1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 52,900.00	$ 385,698.00
Federal funds	$ 46,624.00	$ 339,984.00
Other revisions		

This modification is made for the following reasons: to include construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 6, 1983

Federal-Aid Project
No. M-3650(1)

South 7th St.-Parkdale Drive (Grants Pass)
FAU 3650 (East Park St.)
Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering			All Required	$	52,900.00

Type Code IOOO
Roadway (Sta. 4+15 to Sta. 31+55)

Mobilization			All Required	$	6,000.00
Temporary Protection and Direction of Traffic			All Required		1,300.00
Temporary Signs	172	Sq. Ft.	10.00		1,720.00
Temporary Barricades	9	Each	50.00		450.00
Temporary Plastic Safety Markers	13	Each	30.00		390.00
Flagmen	600	Hours	15.50		9,300.00
Clearing and Grubbing			All Reqwired		7,000.00
Removal of Structures and Obstructions			All Required		1,000.00
General Excavation	3,226	Cu. Yd.	5.30		17,097.80
Trench Excavation	2,107	Cu. Yd	5.33		11,230.31
Finishing Roadbed and Slopes			All Required		3,500.00
Aggregate Base	500	Ton	8.25		4,125.00
Cement Treated Base	12,200	Sq. Yd.	1.05		12,810.00
Cement for Treated Base	215	Ton	80.00		17,200.00
Aggregate for Treated Base	1,880	Ton	5.45		10,246.00
Asphalt in Chip Seal	13	Ton	207.00		2,691.00
Aggregate in Chip Seal	140	Ton	16.50		2,310.00
Class "B" Asphalt Concrete	2,400	Ton	27.00		64,800.00
12-inch Irrigation Pipe	486	Lin. Ft.	8.50		4,131.00
12-incn Sewer Pipe	1,662	Lin. Ft.	9.00		14,958.00
15-inch Sewer Pipe	1,962	Lin. Ft.	13.55		26,585.10
Extra for Pipe Under Pavement	619	Lin. Ft.	2.50		1,547.50
Concrete Manholes	4	Each	1,000.00		4,000.00
Concrete Inlets, Type "B"	3	Each	350.00		1,050.00
Concrete Inlets, Type "CG-1"	21	Each	390.00		8,190.00
Concrete Inlets, Type "G-1"	1	Each	390.00		390.00
Concrete Walks	1,060	Sq. Yd.	9.90		10,494.00
Concrete Driveways, Commercial	125	Sq. Yd.	13.00		1,625.00

Concrete Driveways, Residential	290	Sq. Yd.	12.50	3,625.00
Concrete Curbs	5,415	Lin. Ft.	4.10	22,201.50
Extra for Asphalt Approaches	8	Each	100.00	800.00
Extra for Asphalt Walks	2,170	Sq. Yd.	0.95	2,061.50
Soil Sterilization	1,100	Lbs.	1.90	2,090.00
Adjusting Manholes	11	Each	290.00	3,190.00
Adjusting Siphon Boxes	1	Each	350.00	350.00
Removal of Existing Sign Installations			All Required	350.00
Wood Sign Posts			All Required	550.00
Type "C" & "D" Signs in Place	22	Sq. Ft.	10.00	220.00
Type "T" Signs in Place	11	Sq. Ft.	10.00	110.00
Type "U" Signs in Place	11	Sq. Ft.	17.50	192.50
Move & Reinstall Existing Signs			All Required	750.00
				$ 282,631.21

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,500.00
Temporary Pavement Striping	All Required	1,500.00
Temporary Erosion Control	All Required	2,500.00
		$ 7,500.00
	Subtotal	$ 290,131.21
	Engineering	39,166.79
	Total	$ 329,298.00

Length of Roadway -------- 0.519 mi.
Cost of Roadway Per Mile-- $634,485.55

Retained in Program Status

Roadside Seeding and Mulching	All Required	$ 500.00
Relocate Existing Irrigation Lines	All Required	3,000.00
		$ 3,500.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 52,900.00	$ 46,624.00	$ 3,138.00	$ 3,138.00
Roadway	329,298.00	290,276.00	19,511.00	19,511.00
Reserve	3,500.00	3,084.00	208.00	208.00
Total	$ 385,698.00	$ 339,984.00	$ 22,857.00	$ 22,857.00

Group 1 90%; Group 8 10%
Contract No. 9612
Prefix: 317-1927
Prefix: 317-1016

S. 7th St.-Parkdale Drive (Grants Pass)
Nonparticipating-State Work

Single Mailbox Supports	9 Each	52.00	$ 468.00
Multiple Mailbox Supports	9 Each	95.00	855.00
			$ 1,323.00

9612

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-56

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-1-81

ate OREGON

County JOSEPHINE

Project Number M-3650(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 27, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 31,500.00	$ 52,900.00
Federal funds	$ 27,760.00	$ 46,624.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter
~~By~~ XX

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: D.E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 8, 1981

Federal Aid Project
No. M-3650(1)

S. 6th St.-Parkdale Dr. (Grants Pass) Section
City St. in Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$52,900.00
	TOTAL	$52,900.00

Length of Project ------------ 0.58 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 52,900.00	$ 46,624.00	$ 3,138.00	$ 3,138.00
Retain in Program Status				
Contract Work	221,500.00	195,240.00	13,130.00	13,130.00
TOTAL	$274,400.00	$241,864.00	$ 16,268.00	$16,268.00

Group 1-100%
Prefix 317-1927

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-208	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-27-77	Oregon County Josephine Project No. M-3650(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., E. Park St. (Grants Pass)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-2-79	0.58
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 31,500.00	FEDERAL FUNDS $ 27,760.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 27 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon July 19, 1979

Federal Aid Project
No. M-3650(1)

S. 6th St.-Parkdale Dr. (Grants Pass) Section
City St. in Josephine County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 31,500.00
	Total	$ 31,500.00

Length of Project. . . . . . . 0.58 mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 31,500.00	$ 27,760.00	$ 1,870.00	$ 1,870.00
Retain in Program Status				
PS&E Preparation	$221,500.00	$195,240.00	$13,130.00	$13,130.00
Total	$253,000.00	$223,000.00	$15,000.00	$15,000.00

Group 1 - 100%
Prefix 317-1927

961

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.7th St-Parkdale Drive (Grants Pass)

WEEK ENDING: September 3,1983

SECTION PREFIX: 317-1016

HIGHWAY: FAU 3650

COUNTY: Josephine

NAME OF JOB: S.7th-Parkdale Dr(Grants Pss)

KIND OF WORK: Grading, Paving and Signing

CONTRACTOR: Copeland Paving Co.

CONTRACT NUMBER: 9612

FEDERAL AID PROJECT NUMBER: M-3650(1)

DATE OF CONTRACT: April 21,1983

DATE WORK STARTED: May 4,1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31,1983

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 334,773.03

EXCLUSIVE OF ENGINEERING: $ 308,227.15

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 342,375.43

ESTIMATED PERCENT: OVERRUN / UNDERRUN +11 %

ENGINEERING AUTHORIZATION: $ 26,545.88

ENGINEERING COST TO DATE: $ 28,084.64

PERCENT OF AUTHORIZATION: 106 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

DATE PROJECT WAS COMPLETED: August 31,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.52	.52			.52
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.52	.52			.52
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,226	12,200			2,400
TOTAL QUANTITIES CORRECTED TO DATE	4,800	11,064			3,379
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,800	11,064			3,379
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE RECEIVED OM
CAE CA
PDE LS
OCS SEP 6 1983 TC
SCS PE
EEO CONSTRUCTION SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	One man completed installing steps in manholes. The project is completed.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on August 31,1983. The only remaining items are resolution of a problem with non-spec mailbox supports and miscellaneous certifications and paperwork. Work has begun on a pre-check.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

4/12

ROAD DESIGN SECTION

LOC 17
DES 16

Frank E. Terpin
Location Engineer

August 2, 1983

Donald R. Adams
Final Design Engineer

S.W. 6th Street-Parkdale Drive (Grants Pass)
Park Street
Josephine County
Prefix 317-1927

This project had one major change that took extra time. The grade and method of handling the cross roadway section were redone to better match the existing properties. This reworking of the grade and cross sections and revising the drainage took time beyond what was set up for the project.

Also, the project was downscoped some by eliminating a portion of the project. This was done to bring the project within the funding which the City could afford.

As usual, when a project lays around for a long period of time without being contracted, numerous little changes keep taking place running up the engineering cost.

All of the above contributed to the 905 overrun.

NEM:ja

Attachment

Versteeg ✓
Anderson
Adams
Macnab
Steudenmeyer
Terpin
Trent
Wakefield

RECEIVED
AUG 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: DON ADAMS
FINAL DESIGN

DATE: July 7, 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
S. 6th ST - PARKDALE Dr.
PARK STREET (GRANTS PASS)
JOSEPHINE COUNTY
317-1927

SECTION

Function 905, FINAL DESIGN charges for the subject project

☒ have substantially exceeded
☐ apparently will exceed

the current authorization.

Please promptly furnish this office, as indicated below, ~~your total anticipated charges and~~ the justification for the increase above the presently approved amount.

Expenditures on record through 5/15/83 (date) $ 13,290.11
Funding needed from ________ (date) to completion $ —
Total amount needed $ 13,290.11

CURRENT SURVEY AUTHORITY $ 9,000.—

Justification (not in generalities):

FET:PL:ge

[illegible]

ROAD DESIGN SECTION DES 16

William Maude
Project Manager

July 20, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawing
South 7th Street-Parkdale Drive (Grants Pass)
FAU 3650 - Park Street
Josephine County
Contract No. 9612

Attached are three prints of the approved shop drawings for Sign 19 on the above-named project.

One print should be kept by you for field inspection of the sign, one print forwarded to Don Wackerbarth's office for shop inspection purposes and one print sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
Jim Gix
W. G. Beard

May 13, 1983

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

CON 5
#9612

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9612 for work on the South 7th Street-Parkdale Drive (Grants Pass) Section of FAU 3650 in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: United States Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
William Maude

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND PAVING, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

March 29, 1983

Oregon State Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen

Re: S. 7th St - Parkdale Drive #9612
FAU 3650 (East Park St)
Grants Pass Josephine County
Bid Date 3/24/83

Gentlemen:

Per our telephone conversation with R. S. Copeland and John Widmer this is to confirm that in addition to Fenco's quote to us in the amount of $3,495.50, we finally obtained a quote from Hopsing Construction, Inc. for the following:

Item #13 - Cement Treated Base	$ 8,500.00
Item #14 - Cement for CTB	7,750.00
	$16,250.00

This figure represents 5.72% of our bid.

Total MBE quotes on this project:		
FENCO	3,495.50	1.23%
HOPSING	16,250.00	5.72%
	$19,745.50	6.95%

Thank you for your help and attention in this matter.

Sincerely,
COPELAND PAVING, INC.

R. D. Copeland, President

RECEIVED
MAR 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RDC/rb cc John Widmer

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND PAVING, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

March 28, 1983

Oregon State Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen

Re: South 7th St-Parkdale Drive #9612
FAU 3650 (East Park St.)
Grants Pass Josephine County
Bid Date 3/24/83

Gentlemen:

This is to certify that the only minority business enterprise that would give us any quotes on the above referenced project is Fenco Enterprises P. O. Box 366 Beavercreek, Oregon 97004. This particular company is listed in the Oregon Department of Transportation's certified MBE directory.

Bid items that will be done by Fenco are:

#36 - Mailbox supports	$468.00		
#37 - Mailbox supports	855.00		
#38 - Sign removal	350.00		
#39 - Wood sign posts	550.00		
#40 - Type C/D signs installatn	220.00		
#41 - Type T sign installation	110.00		
#42 - Type U sign installation	192.50		
#43 - Move/reinstall exist signs	750.00	TOTAL	$3,495.50 *

This represents Fenco's quote to us.

Several other MBE's were contacted, but all declined to quote.

Thank you for your attention in this matter.

Sincerely,
COPELAND PAVING, INC.

R. D. Copeland, President

cc Kay Turner

RECEIVED
MAR 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

* Please note, this is 1.23% of total bid

"Equal Opportunity Employer"

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

LOC 19

TO: FILES

DATE: March 21, 1983

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 24, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 24, 1983 on the following projects:

1. South 7th Street-Parkdale Drive (Grants Pass)
   East Park Street, Josephine County
   Grading and Paving

   Two 12-foot lanes with 8-foot parking or 5-foot shoulders. An 8-foot bikeway is to be built on the river side, about half of which runs in the City Park. A 5-foot sidewalk is being constructed on the opposite side.

2. Courtney Creek Bridge
   Halsey-Sweet Home Highway, Linn County
   Structure

   Bridge replacement. Roadway work incidental to approach widening. Twelve-foot lanes with 8-foot shoulders on structures.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "...footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

3. Dead Ox Pump Canal Bridge
   Pioneer Road, Malheur County
   Grading, Paving and Drainage

   Existing structure is to be replaced with a 108-inch culvert pipe. Approaches have 12-foot lanes with 2-foot shoulders.

   Same as No. 1.

Contains Recycled Materials

4. Jordan Creek Bridge
   Arock Road, Malheur County
   Structure Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

JWG:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

7612

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3650(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90258

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-2-83

8. FEDERAL ROUTE NUMBER FAU 3650

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

South 6th St. - Parkdale Drive (Grants Pass) Section on S. [illegible] St.

11. GENERAL DESCRIPTION OF WORK

Grade, pave, and sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$3,500
Temporary Pavement Striping S.F.	1,500
Temporary Erosion Control	2,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-28-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $395,330, F.F. $348,482.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/7

14. DATE 3-2-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 10-79) PREVIOUS EDITIONS MAY BE USED

Medford.

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - REGION 3

TO: J. B. Boyd
Right-of-Way Manager

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: 7th St.-Parkdale Dr.
Grants Pass
Josephine County

DATE: May 18, 1982

1 Versteeg ✓
Anderson
3 Adams
Olson
Sullivan
Tarpin
Trout
2 Wakerlig

RECEIVED
MAY 19 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Please cancel file no. 51743-40 on the subject project. The drainage design has been changed and this file is no longer required.

jjg/cw

cc J. H. Versteeg
Wm. Maude
Neil Flanagan

REFERRED TO
Beard / Stoudenmeyer DMS
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

File has been cancelled
DMS

Contains Recycled Materials
81-125-1387

SP*75683-125

9612 2-26-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3650(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90258

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-26-82

8. FEDERAL ROUTE NUMBER FAU 3650

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
South 6th Street - Parkdale Drive (Grants Pass)

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's February 12, 1982, you are now authorized to proceed with the actual acquisition of File No. 51743-39 and 51743-40, as shown on Right of Way Map 9B-17-18 at a TEC of $3,000; Federal Funds $2,645.

(The above authorization does not require additional obligation of funds.)

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
ST... ENGR
4 '82

14. DATE 2-26-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

Grants Pass

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. N. Stoudenmeyer
Design Engineer

DATE: February 18, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Plans
South 7th Street-Parkdale Drive (Grants Pass) Section
FAU 3650 (East Park Street)
Josephine County

Attached are two prints of the revised approved sign study plans for the above-named project.

The plans were revised to delete all bike signing.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

ELS:ds
Attachments

cc: Alfred Shirley, Jr.
G. T. Thornton
D. E. Shaffer
Glenn Hossner

Versteeg
Anderson
/ Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED

FEB 22 1982

ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring in
Action

① Stop & Street Name Sign

(1a) Stop Sign Only

(1b) Street Name Sign Only

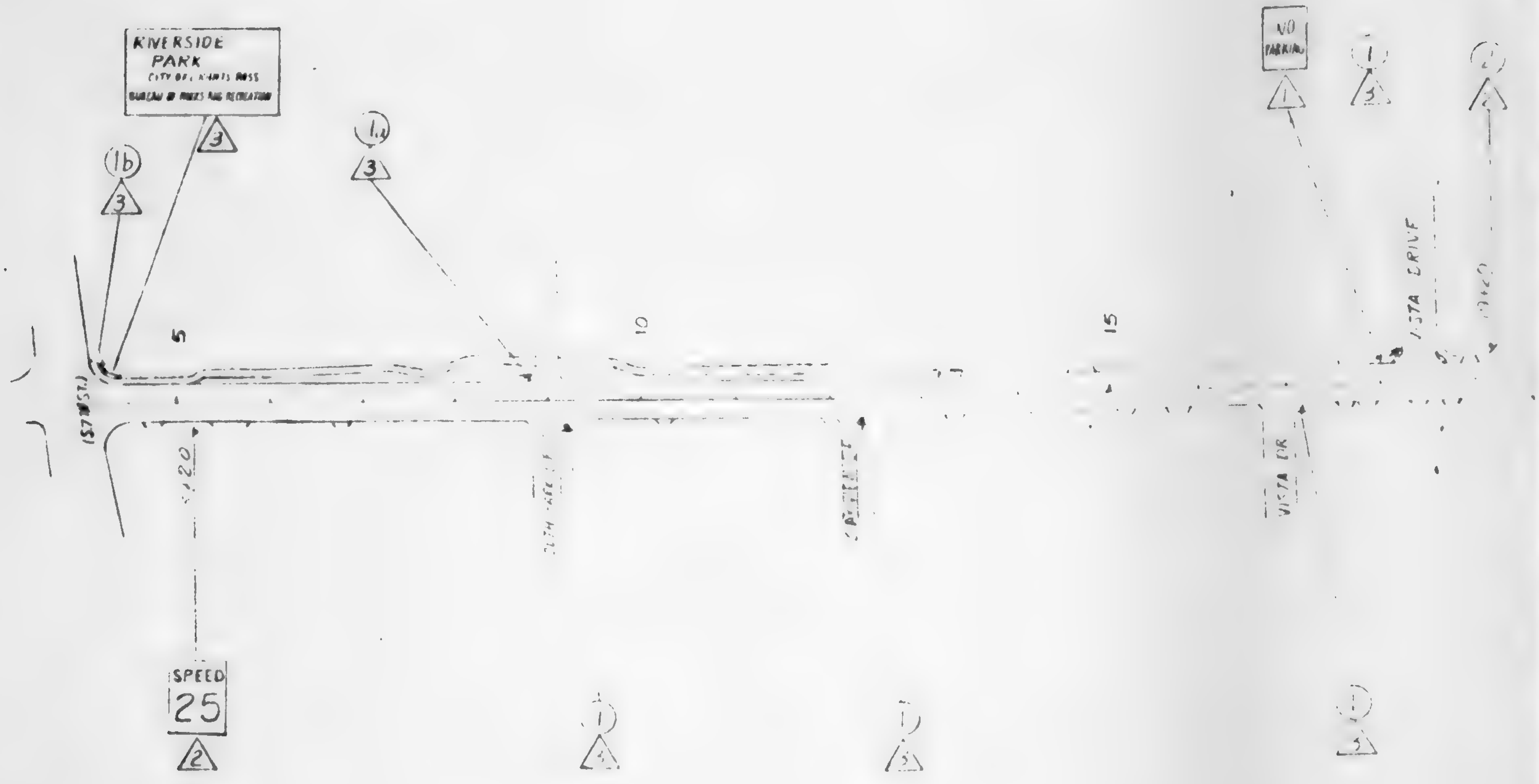
② NO PARKING ⟷ 4"D 3B

△1 Existing Sign & Support to be Removed

△2 Install New Sign & Support

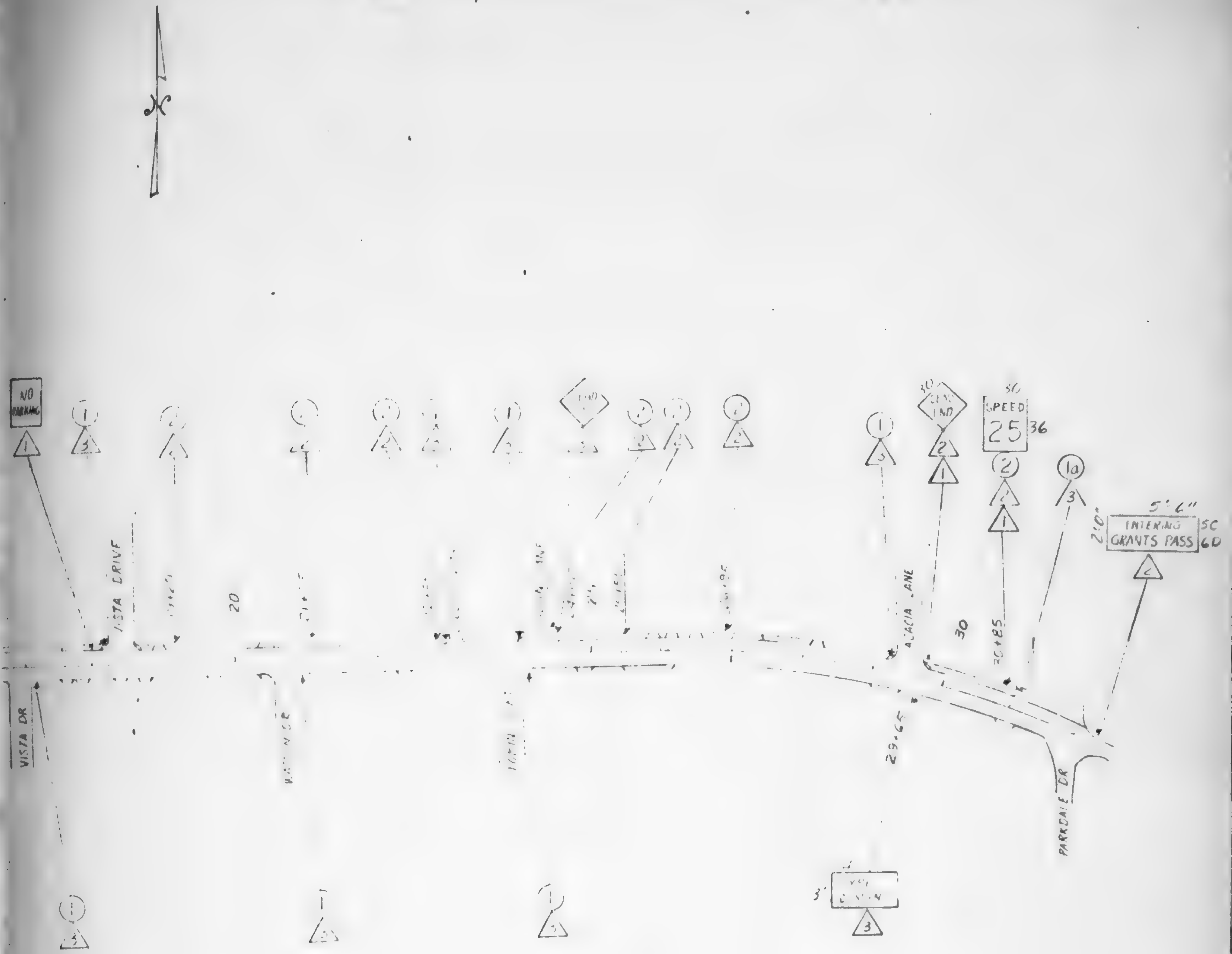
△3 Existing Sign & Support to be Moved Out as Required for Construction

△4 Install New Sign On Back Of Stop Sign



RIVERSIDE PARK
CITY OF GRANTS PASS
BUREAU OF PARKS AND RECREATION
3
1b
3
1a
3
NO PARKING
1
1
3
2
2
5
10
15
VISTA DRIVE
(S 7th ST.)
VISTA DR.
SPEED 25
2
1
4
1
3
1
3

2/8/82


N
NO PARKING
1
3
VISTA DRIVE
VISTA DR
20
END
ACACIA LANE
30
END
2
1
SPEED
25
36
5C
2
1
(1a)
3
5'-6"
2'-0"
ENTERING
GRANTS PASS
5C
6D
30+85
29+65
PARKDALE DR
3'
3

[illegible]

SOUTH 7TH ST - PARKDALE DR (GRANTS PASS)
FAU 3650 (E. PARK ST.) - JOSEPHINE COUNTY

1/12/82 A.K. Bowman FHWA

2/8/82 Remove all bike signing

① Stop & Street Name Sign

ⓐ Stop Sign Only

ⓑ Street Name Sign Only

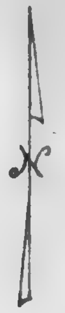
② NO PARKING ⟺ 4"D 3B

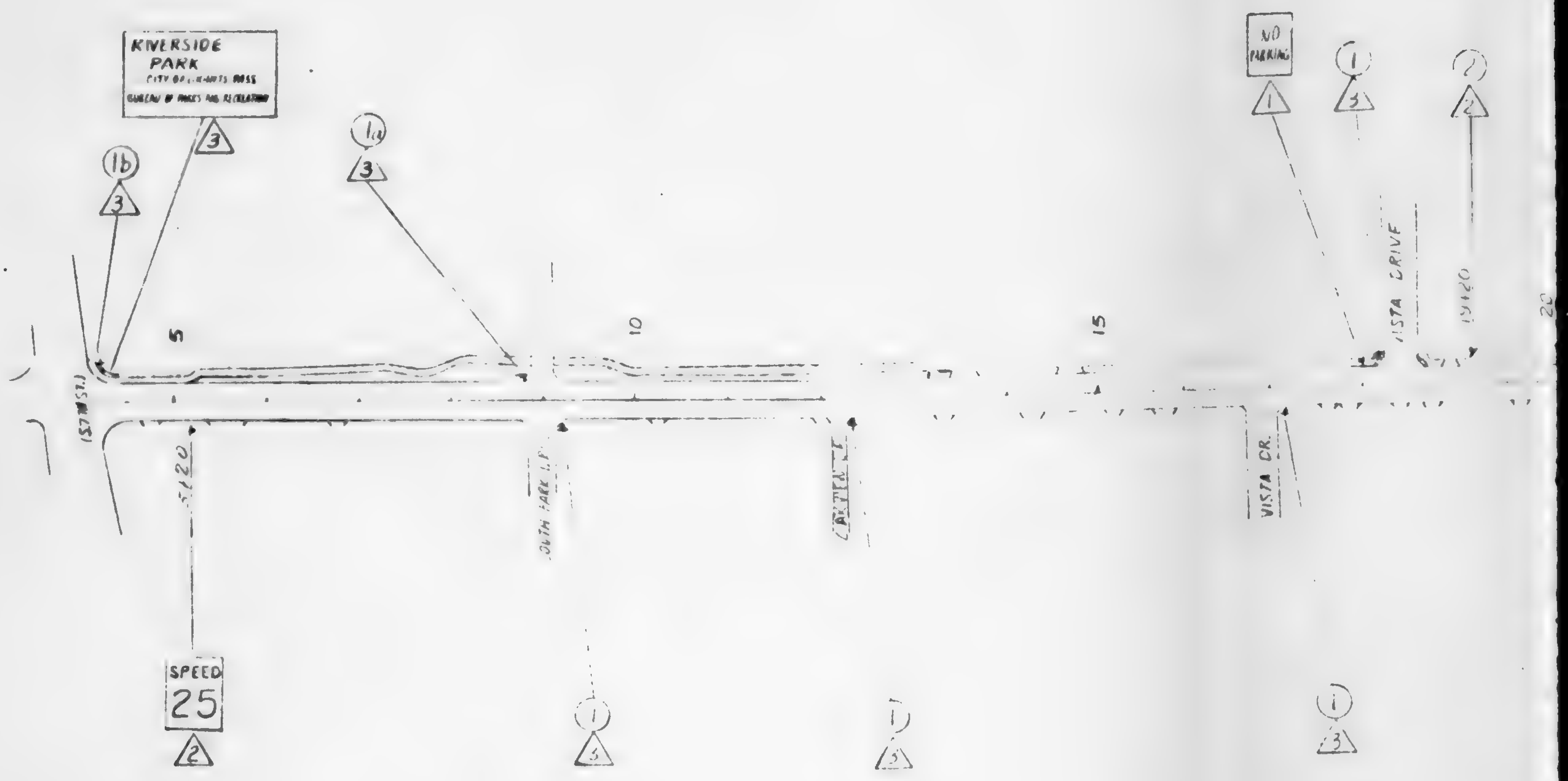
△1 Existing Sign & Support to be Removed

△2 Install New Sign & Support

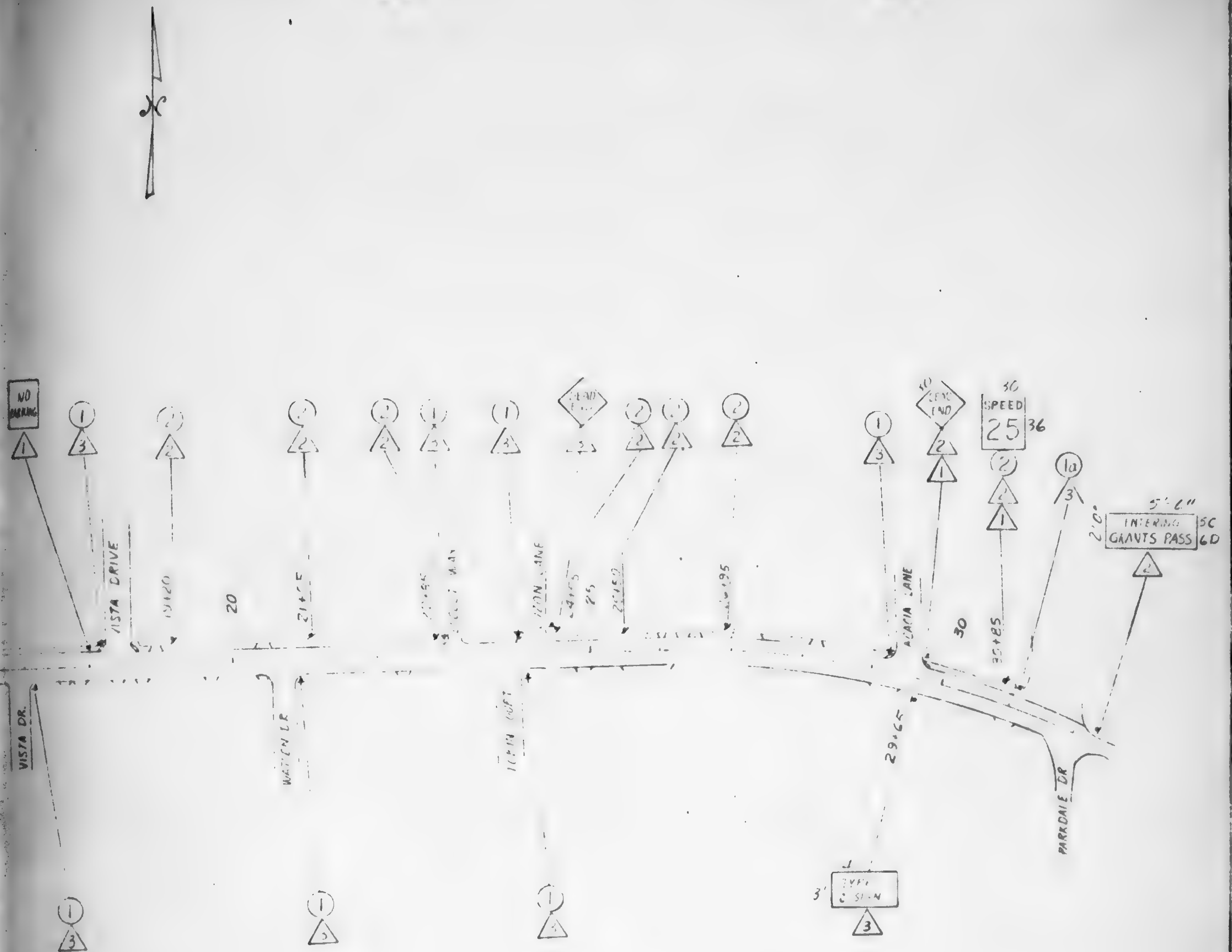
△3 Existing Sign & Support to be Moved Out as Required for Construction

△4 Install New Sign On Back of Stop Sign




RIVERSIDE PARK
CITY OF ... MASS
BUREAU OF PARKS AND RECREATION
3
1b
3
1a
3
5
10
15
(57TH ST.)
S120
SOUTH PARK
VISTA DR.
VISTA DRIVE
19120
20
NO PARKING
1
1
3
2
2
SPEED 25
2
1
3
1
3
1
3

2/8/82 R


N
NO PARKING
VISTA DRIVE
VISTA DR.
19+20
20
21+65
24+75
29+65
30
35+85
ACACIA LANE
PARKDALE DR
SPEED 25
ENTERING GRANTS PASS
5'-6"
2'-0"
3'

SIGNING PROJECT

SOUTH 7TH ST - PARKDALE DR (GRANTS PASS)
FAU 3650 (E. PARK ST.) - JOSEPHINE COUNTY

11/3/81
1/13/82
1/13/82 S.K. B FHWA

2/8/82 Remove all bike signing

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. M-3650(2)
S. 6th St.-Parkdale Dr. (Grants Pass) Sec.
Right-of-Way
Josephine County

I request authorization to proceed with the actual acquisition of files 51743-39 & 51743-40 as programmed on the subject project. The right-of-way to be acquired is as outlined in red on the enclosed sketch map and do not require relocation assistance.

The estimated cost of the properties is $3,000, however, no increase in total cost or federal funds on the project is anticipated for these additional parcels.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9612

File

Highway - Traffic

TRA 7-14

Don Shaffer
Bicycle Route Engineer

February 11, 1982

L. E. George
Traffic Engineer

South 7th Street - Parkdale Drive
(Grants Pass) Section
FAU 3650 (East Park Street)
Josephine County

This acknowledges your recent telephone conversation with Mr. Hofstetter of this office. We have taken another look at the bicycle path signing, as you requested.

As you are aware, the proposed sidewalk-bike path is 8 feet wide, which is the minimum desirable width for a two-way bike path. However, this type of facility is being discouraged, because of potential problems, by the American Association of State Highway and Transportation officials. We also have similar concerns.

In view of AASHTO's current position on multi-use facilities, it is recommended that the bicycle path signing be deleted from this project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. GEORGE - TRAFFIC ENGINEER

RTS:np

cc: Elmer Scofield
Dick Arnold

NOTED
ELMER SCOFIELD

Vol 2

Grant's Pass

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

January 28, 1982

J. H. Versteeg
Road Design Engineer

Files 51743-39 & 51743-40
South 6th Street-
Parkdale Drive (Grants Pass) Section
East Park Street
Josephine County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 28 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Attached are descriptions (2 files), an authorization and right of way prints covering additional right of way required for the subject project, scheduled for April 29, 1982.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachements

9612

Grants Pass
~~Medford~~

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Engineer

DATE: January 19, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Plans
South 7th Street-Parkdale Drive (Grants Pass) Section
FAU 3650 (East Park Street)
Josephine County

___ Versteeg ___
___ Anderson ___
/ Adams ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
JAN 21 1982
ROAD DESIGN SECTION

Beard WKB

Do Not File ☐
Return To ___
Bring ___/___/___
Action ___

Attached are two prints of the approved sign study plans for the above-named project.

1 Plan kept by Beard

L E George

L. E. GEORGE - TRAFFIC ENGINEER

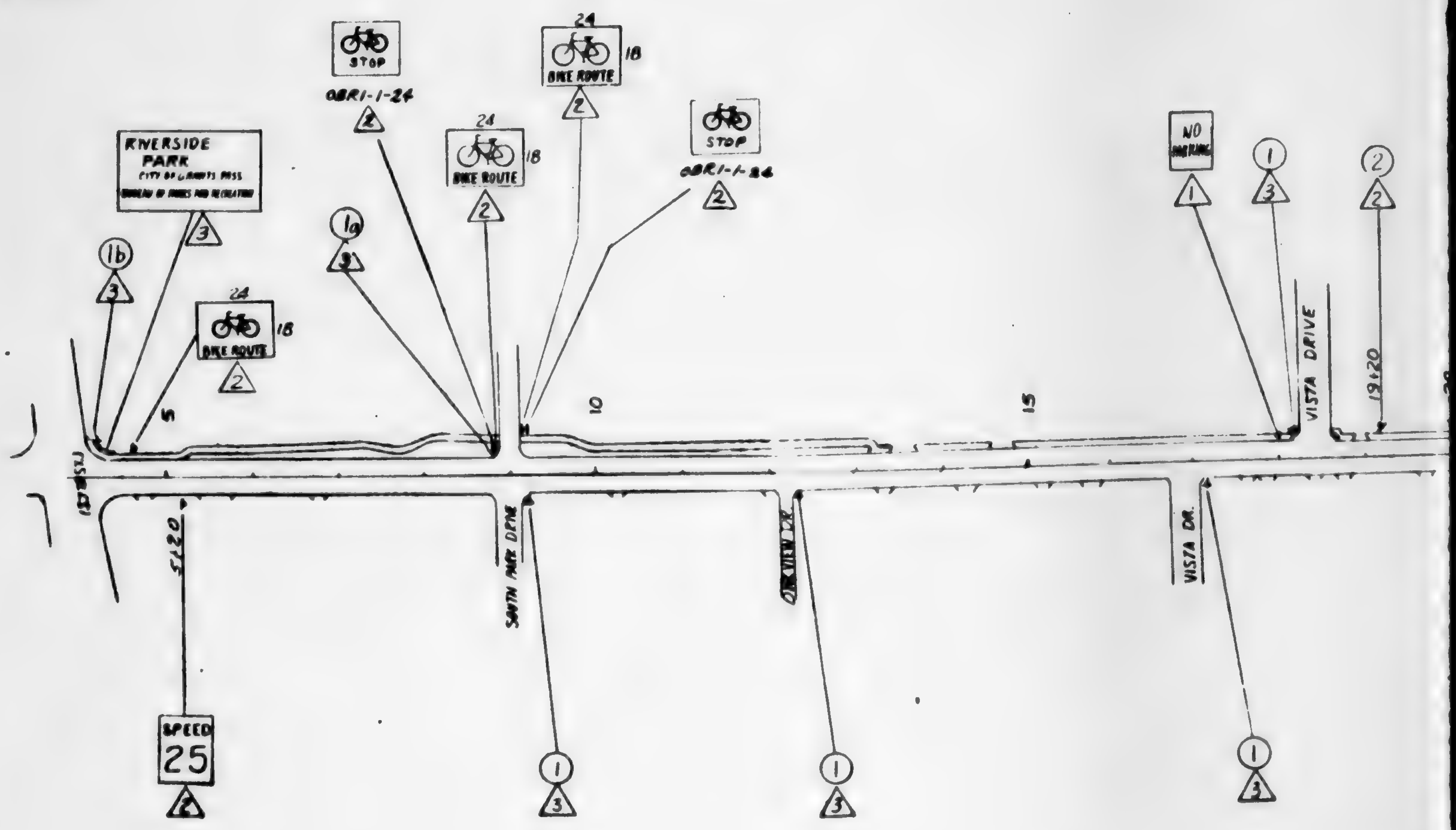
ELS:ds
Attachments

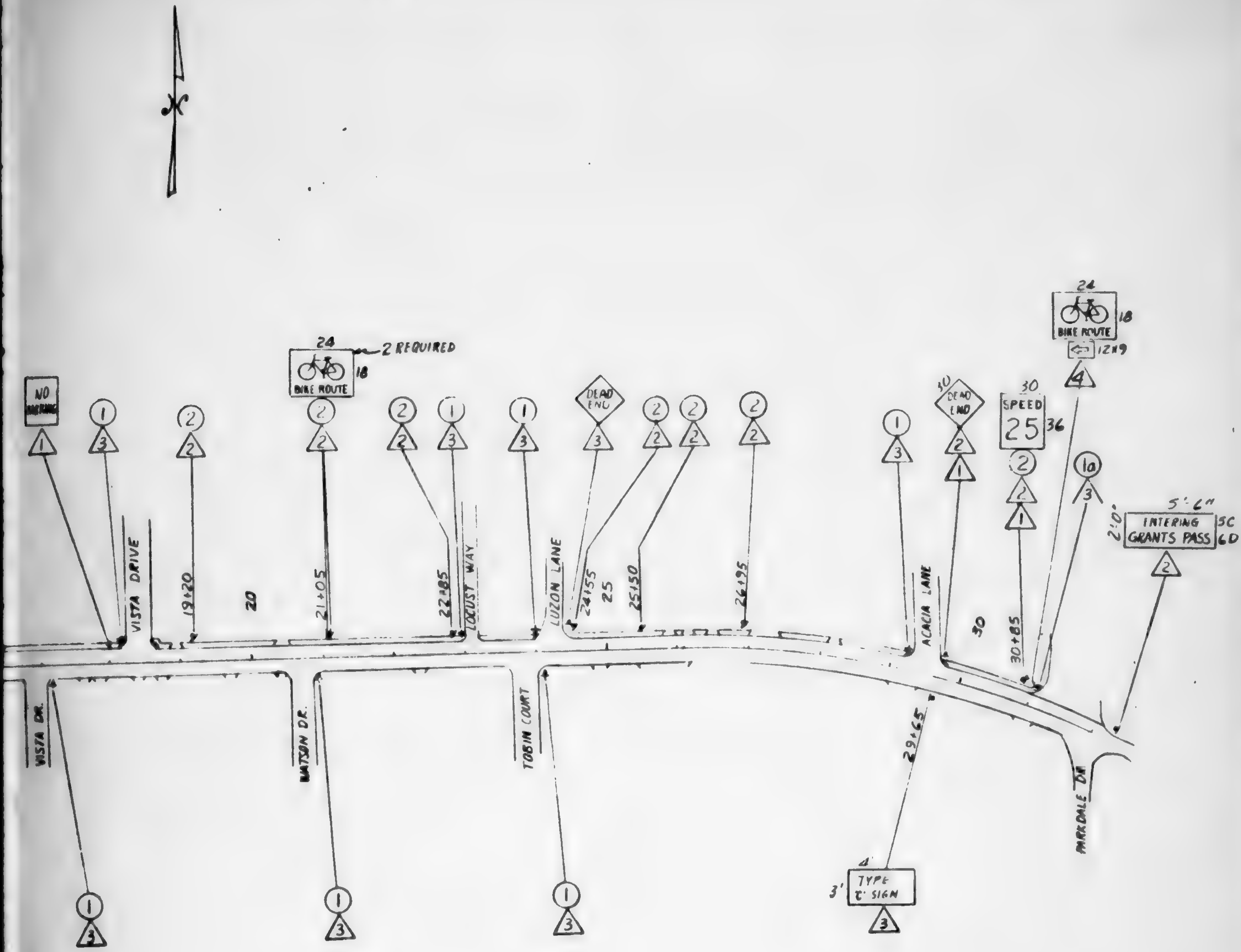
cc: Alfred Shirley, Jr.
G. T. Thornton
D. E. Shaffer

① Stop & Street Name Sign
ⓐ Stop Sign Only
ⓑ Street Name Sign Only

② NO PARKING ⟺ 4"D 38

△1 Existing Sign & Support to be Removed
△2 Install New Sign & Support
△3 Existing Sign & Support to be Moved Out as Required for Construction.
△4 Install New Sign On Back Of Stop Sign


RIVERSIDE PARK
CITY OF GRANTS PASS
BUREAU OF PARKS AND RECREATION
3
1b
3
24
BIKE ROUTE
18
2
1a
3
STOP
OBR1-1-24
2
24
BIKE ROUTE
18
2
24
BIKE ROUTE
18
2
STOP
OBR1-1-24
2
NO PARKING
1
1
3
2
2
5
10
15
VISTA DRIVE
19+20
5+20
SOUTH PARK DRIVE
VIEW DR.
VISTA DR.
SPEED 25
2
1
3
1
3
1
3


NO PARKING
24
BIKE ROUTE
18
2 REQUIRED
DEAD END
30
DEAD END
SPEED 25
30
36
24
BIKE ROUTE
18
12x9
5'-6"
2'-0"
ENTERING GRANTS PASS
5C
6D
VISTA DRIVE
19+20
20
21+05
22+85
LOCUST WAY
LUZON LANE
24+55
25
25+50
26+95
ACACIA LANE
30
30+85
VISTA DR.
WATSON DR.
TOBIN COURT
29+65
PARKDALE DR.
4'
3'
TYPE 'C' SIGN

SIGNING PROJECT

SOUTH 7TH ST - PARKDALE DR (GRANTS PASS)
FAU 3650 (E. PARK ST.) ~ JOSEPHINE COUNTY

Action	Date	Signature	Title
Submitted	11-9-81		Traffic Control Engr.
Approved	11-9-81		Sign Engineer
"	1/5/82		Traffic Engineer
"	1/12/82		[illegible]
Accepted	1/13/82		FHWA

71-1?

COUNTY-CITY PROJECTS

12-3-81

S. 6th St.- Parkdale Sec.
E. Part 1 Project #195
City of Grants Pass County
Misc C+A 6953
MISC. CONTRACTS and AGREEMENTS No. 6953

B

Highway will:

X Write descriptions, prepare map.

X Assign individual file numbers or ____ assign one number for the project.

X Make up options in name of ~~county~~/city/~~state~~.

____ Assign prefix __________ . 317-2516 Project will be programmed .

X Appraise and review.

X Negotiate option.

X Provide relocation.

____ Let contract and supervise construction.

X Take possession and dispose of improvements.

X Prepare deeds, record documents, make payments.

X Order title reports and policy, send encumbrance letter to ~~county~~/city.

X ~~Provide format for~~ Handle condemnation.

Regional Engineer Involvement - Send

X Copy option letter ____ maps ____ revisions.

____ E-300 obligation form.

____ ______________________________

X Signed option with notice.

X Signed deed with acceptance.

____ ______________________________

County (City) Involvement - Send

X Copies of letters to field and property owner to ______________________.

____ Closing process.

____ E-300 obligation form when County responsible for obligations.

X Copies or originals of documents (options, deeds, title policy).

____ Condemnation.

11-6-81 note to adele why not on report

12-3-81 called adele re this again—

on Jan 82 report

Agreements to:
X R/W Supervisor
X Regional Engineer
X Local Gov't Programs
___ Appraisal
___ Title

X Finance
X Comm. Serv., w/orig.
X City/~~County~~
___ Relocation
___ Description

mear
6953

City of
El Paso

Check List:
X Title
X Condemnation
X Appraisal
X Everyone in Room 119
___ Boyd
X File
X Book

1612 3-30-81 6

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3650(1)

2. STATE PROJECT NO. See below

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90258

2A. COUNTY NAME Josephine

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/30/81

8. FEDERAL ROUTE NUMBER FAU 3650

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
South 6th Street - Parkdale Drive (Grants Pass) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 3/11/81 I approve the revised Preliminary Engineering Costs to a TEC of $52,900 Federal Funds $46,624.

(Increase TEC $21,400 Federal Funds $18,864)

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO Moehring
FOR
Info | Invec | R/D | D.H. | Sign | | File

orig to
4-6-81

14. DATE 3/30/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

7612

2

March 19, 1981

City of Grants Pass
101 N. W. "A" Street
Grants Pass, OR 97526

AGR 4

Attention: Richard G. Edelblute
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6953

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement (supplemental) to provide Federal Aid participation in the acquisition of right of way for the South 6th Street-Parkdale Drive Section of East Park Street in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9612 B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3650(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90258

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/5/81

8. FEDERAL ROUTE NUMBER FAU 3650

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
South 6th Street - Parkdale Drive (Grants Pass) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2/26/81 you are now authorized to proceed with all phases of right of way acquisition for Files 51743-1 through 51743-35 as shown on RW Map 9B-17-18 at a TEC of $90,000 Federal Funds $79,362.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

MAR 12 '81
REFER TO

14. DATE 3/5/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Acting Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY

1612

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 26, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90258
Project No. M-3650(2)
S. 6th St.-Parkdale Dr. (Grants Pass) Sec.
Josephine County

Enclosed is data consisting of PR-1 forms, sketch maps & right-of-way map 9B-17-18 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $90,000 with an obligation of $79,362 in federal funds. The right-of-way to be acquired is as outlined in red on right-of-way map 9B-17-18 and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3650(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90258

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-2-79	FEDERAL ROUTE NUMBER FAU 3650 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S. 6th Street - Parkdale Dr. (Grants Pass) Sect.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-21-79 letter you are now authorized to proceed with the work as shown above at a TEC of $31,500 with Federal participation limited to $27,760.

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO
Moehring
FOR
Info | [illegible] | R/W | [illegible] | [illegible] | Act | File

org

DATE 7-2-79

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

JOSEPHINE

PROJECT TITLE: S Sixth St-Parkdale Drive- Grants Pass

DATE: May 22, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
MAY 30 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

5-24-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
A. Shirley, Region 3
G. T. Thornton, Dist. 8
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

79042 1190

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-98.

4-25-79

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: MAY [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☐ Please coordinate the implementation of the proposal with us.

☒ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency [illegible] By [illegible]

I.

Department of Land Conservation and Development
Review #
7904 2 1190

This project and its related land use implications must be coordinated and consistent with the Josephine County Comprehensive Plan and efforts to develop or update the Plan. (The County anticipates requesting Plan Acknowledgment from the LCDC on 7/ 1 / 79.)

The County is responsible for determining compliance with applicable Statewide Planning Goals prior to the commencement of this project. This determination of compliance with Goals

(applicable goals)

may be stated in simple conclusory form without extensive findings. In addition, the applicant should recognize citizen and agency involvement programs established by the local jurisdiction.

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 25, 1979

TO: Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, Oregon 97501

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: South Sixth St.-Parkdale Dr. (Grants Pass)
Highway: FAU-3650, East Park St.
County: Josephine

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 25, 1979.

BLG:pf
Attachments

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3 : A. Shirley, Jr.
District 8 : G. T. Thornton
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 South Sixth St.-Parkdale Drive (Grants Pass)			
11	12] PROJECT LOCATION—CITY FAU-3650 East Park St.	PROJECT LOCATION—COUNTY Josephine	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 East Park Street is a narrow two-lane road with sub-standard shoulders, see

06 12] Exhibit "A". With the development of curb, gutter and paving in conjunction [71

07 12] with sidewalks and bike paths it will provide a safer route. East Park St. [71

08 12] serves a residential area, a business area and Riverside Park, a major city park. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
222,640		15,180	15,180		253,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: April 25, 1979

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 May	43] DAY [44 25	45] YEAR [46 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 25, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-3650(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 11, 1979

Section South Sixth St.-Parkdale Drive (Grants Pass)

Unit (if appl) N/A

County Josephine

City Grants Pass

Highway FAU 3650-East Park Street

State Hwy. No.

Termini: M.P.(if appl) N/A

Length 3656

Region 3

Construction Estimate $253,000
Program Amount

B. Purpose of Project:

East Park Street is a narrow two-lane road with sub-standard shoulders, see Exhibit "A". With the development of curb, gutter and paving in conjunction with sidewalks and bike paths it will provide a safer route. East Park Street serves a residential area, a business area and Riverside Park, a major city park.

C. Origin & History of Project:

This is a new FAUS project application.

D. General Description of Project:

The development of East Park Street consists of the installation of curbs, gutter and paving with* on the Northerly side and a sidewalk to the Southerly side.

*An independent bikeway and walkway.

Alignment: New N/A Existing Yes Combined N/A

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs. Yes; Parking No

Proposed: No. Lanes 2; Med. No; Shldrs. No; Parking Yes

Traffic: Existing Facility: Existing ADT 3,404; Projected ADT 5,400; Yr. 85

Existing Level of Service

Proposed Facility: Projected ADT 5,400; Yr. 85

Projected Level of Service Probably "C"

Slope easements only *

Right of Way: ~~Additional expected~~? yes ; if yes, give approx. No. Parcels 8
Yes, No

Acres 0.41 ; Type of Relocation Req. None ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

a. Material source shall be supplied by the contractor from an existing permitted source.
b. Borrow shall not be permitted from any location not already permitted.
c. Waste disposal shall be under a permit already approved or a location that will not affect the environment.

Type of Structure(s):

None.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

The East Park Street improvement is a top priority FAUS project to the City of Grants Pass and Josephine County combined.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

None.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

East Park Street is located about 600 feet south of the Rogue River and runs parallel thereto, in an easterly-westerly direction. East Park Street is situated above the 100 year flood level. The easterly portion of East Park Street serves a residential area while the westerly portion serves the city's major park and a business area. East Park Street also serves as an east-west route for residents and tourists from the outlying areas to the city park and downtown Grants Pass.

2. Cultural:

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   *See Page 4a

2. Estimated Impact on Traffic Patterns:

   East Park Street is a narrow street located adjacent to a major park, and is experiencing a traffic congestion situation. With this proposed improvement residents and tourists can enjoy a non-congested street and therefore a pleasant, scenic and safer route.

   Consequences--Air Quality, Noise, Safety, etc.:

   East Park Street with dirt shoulders now experiences a large amount of dust during the summer months. This development will alleviate the summer dust. There will, however, be a limited amount of construction noise and air pollution. The limits of this impact will be controlled by the contract documents.

3. Estimated Impact on Land Use:

   The zoning and land use of the area within the development should remain the same, however, zoning and land use is controlled by the Planning Commission, local ward committees and the LCDC Rules and Regulations.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   The addition of road width, the installation of sidewalks and bike paths will not affect natural ecological resources.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   The cultural and scenic resource will be affected only during construction. The East Park Street development will be an improvement not only to the cultural, but the scenic route will be an added attraction to residents as well as to recreationists, pedestrians and bicyclists.

   Consequences:

The existing right-of-way will accomodate all of the street improvements and the sidewalks. Some very minor slope easements will be necessary in certain places to allow a gradual transition from the sidewalk area to the existing ground. In addition to the street improvement and sidewalks, a separate and independent bikeway is proposed for construction through Riverside Park, a major city park in Grants Pass. In this case, the final negative declaration/ Section 4(f) Statement and Determination as adopted by FHWA on May 23, 1977 applies to the bikeway. As directed by the subject Negative Declaration, attached is the approval of the official having specific jurisdiction over the Section 4(f) property. That official's approval specifically states that both the street improvement and the bikeway will have positive impacts on the park.

No property from the city park is needed for the street, roadway, curb or sidewalk elements of the project.

6. Preliminary Identification of Areas of Critical Concern:
The critical concern of the East Park Street development will be limited to the construction period only. The effect will be the construction inconvenience to residents within the area. This inconvenience will be limited by the contract documents.

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
The air quality within the East Park Street development will be affected only during construction and the contract documents will control the limits of air pollution.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards
There should be no effect on the water quality standards.

d. Area Land Use and Transportation Plans, and Zoning
The land use and zoning within the project area should not change, however, this is controlled by the Planning Commissions, local ward committees and the LCDC Rules and Regulations. East Park Street development is in the general traffic and transportation plans of the City of Grants Pass and Josephine County.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The effect on the environment, land use, and road system are considered normal to a non-major action requiring an environmental assessment only. The FHWA final negative declaration/Section 4(f) determination and statement applies to the independent bikeway.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

city of
grants
pass
101 n.w. "a" street
grants pass, oregon 97526
(503) 476-8801

March 14, 1979

Mr. Jack Ayres
Regional Federal Aid Engineer
Oregon State Highway Division
Region III
Roseburg, OR 97470

Dear Mr. Ayres:

I am writing in reference to the environmental impact on Riverside Park caused by the East Park Street development.

Upon review of the project, it has been determined that there will be no negative environmental impact on the park property either from the street improvement or the bike trail development. The street improvement will provide a more controlled access into the park and the bike trail will provide a safe east/west travel route through the park. The project will have a positive rather than a negative impact on the park.

Please contact me if there are any questions on this project.

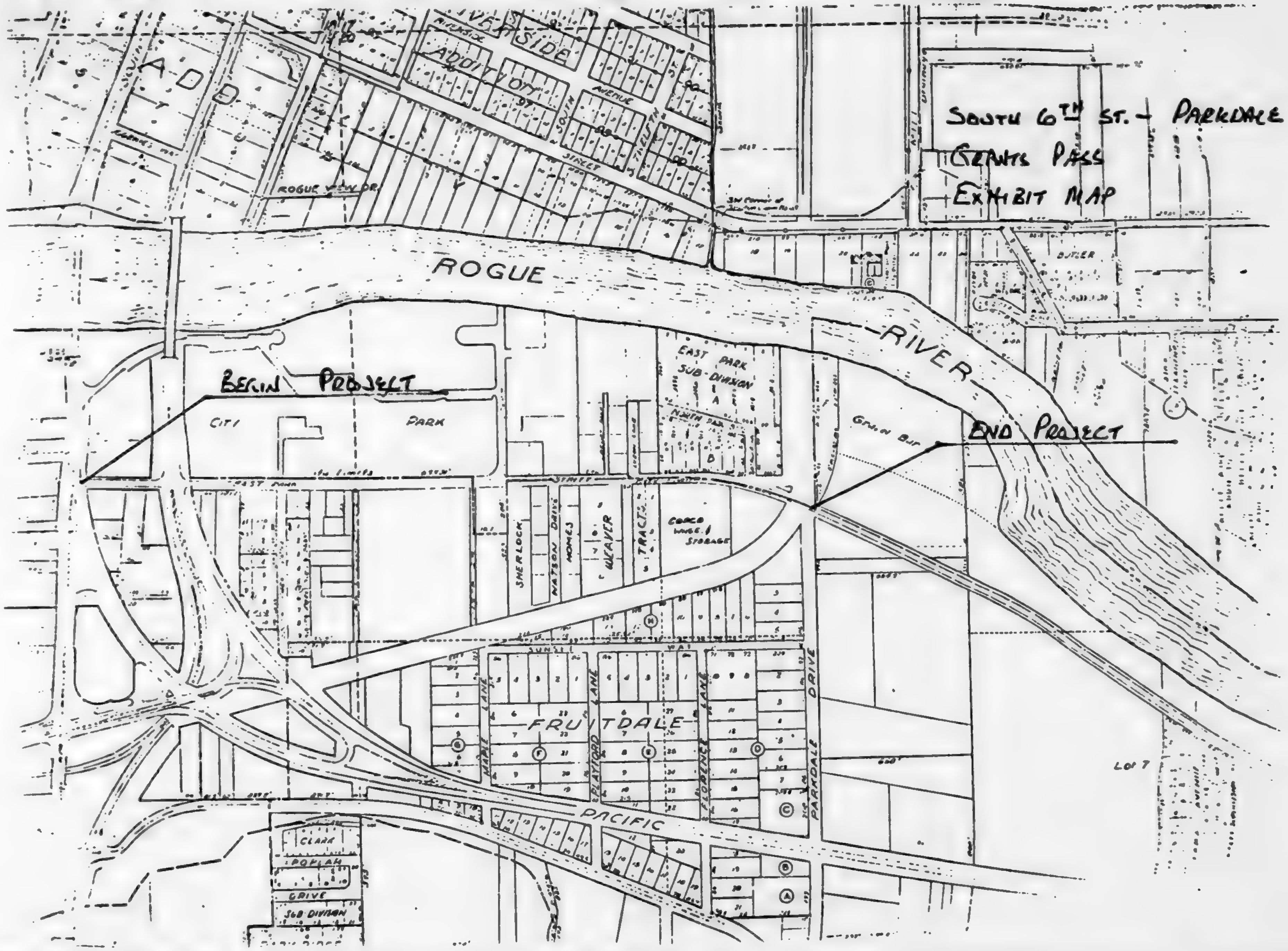
Sincerely,

Jack Shipley

Howard Jack Shipley
Field Services Director

HJS/jaa

Exhibit D



South 6th St. - Parkdale Drive
Grants Pass
Exhibit Map

ROGUE
RIVER
BEGIN PROJECT
END PROJECT
CITY PARK
EAST PARK SUB-DIVISION
RIVERSIDE
ADDITION
ADD
ROGUE VIEW DR.
FRUITDALE
PACIFIC
PARKDALE DRIVE
SHERLOCK
MATSON DRIVE
HOMES
WEAVER
TRACT
COPCO WHSE. & STORAGE
MAPLE LANE
PLAYFORD LANE
FLORENCE LANE
CLARK
POPLAR
DRIVE
SUB DIVISION
BUTLER
LOT 7
A
B
C
D
E
F
G
H

March 20, 1979

City of Grants Pass
City Hall
Grants Pass, OR 97526

Attention: Richard G. Edelblute
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6953

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the South 6th Street-Parkdale Drive Section of East Park Street (FAU 3650) in Grants Pass.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

STATE OF OREGC　　　　INTEROI CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 30, 1979

FROM: Gerald W. Wimer Wimer
Local Government Manager

SUBJECT: Proposed Urban System Project

The City of Grants Pass is requesting an Urban System project on East Park Street from South 6th Street (Redwood Hwy.) to Parkdale Drive. The project will consist of widening East Park Street to provide a two-lane curbed facility with 1) sidewalks and left-turn lane between 6th and 7th streets, 2) sidewalk on right, sidewalk/bikeway on left, and parking both sides from 7th Street to Vista Drive, and 3) sidewalks, bike path left and parking right between Vista Drive and Parkdale Drive. Additional right-of-way is required but will not be subject to Federal participation. State will perform preliminary and construction engineering. The attached sketch map indicates the location of the project. In summary:

Jurisdiction	Section	Estimated Total Cost	Federal Funds	State Share
Grants Pass	South 6th St.-Parkdale Drive East Park Street, FAU 3650	$253,000	$222,640	$15,180

Region 3 and this office investigated the proposed project confirming its validity and financing under the Urban System Program. I recommend your approval and request you authorize this project under delegated authority.

1/30 cc: Marking
Reg Head

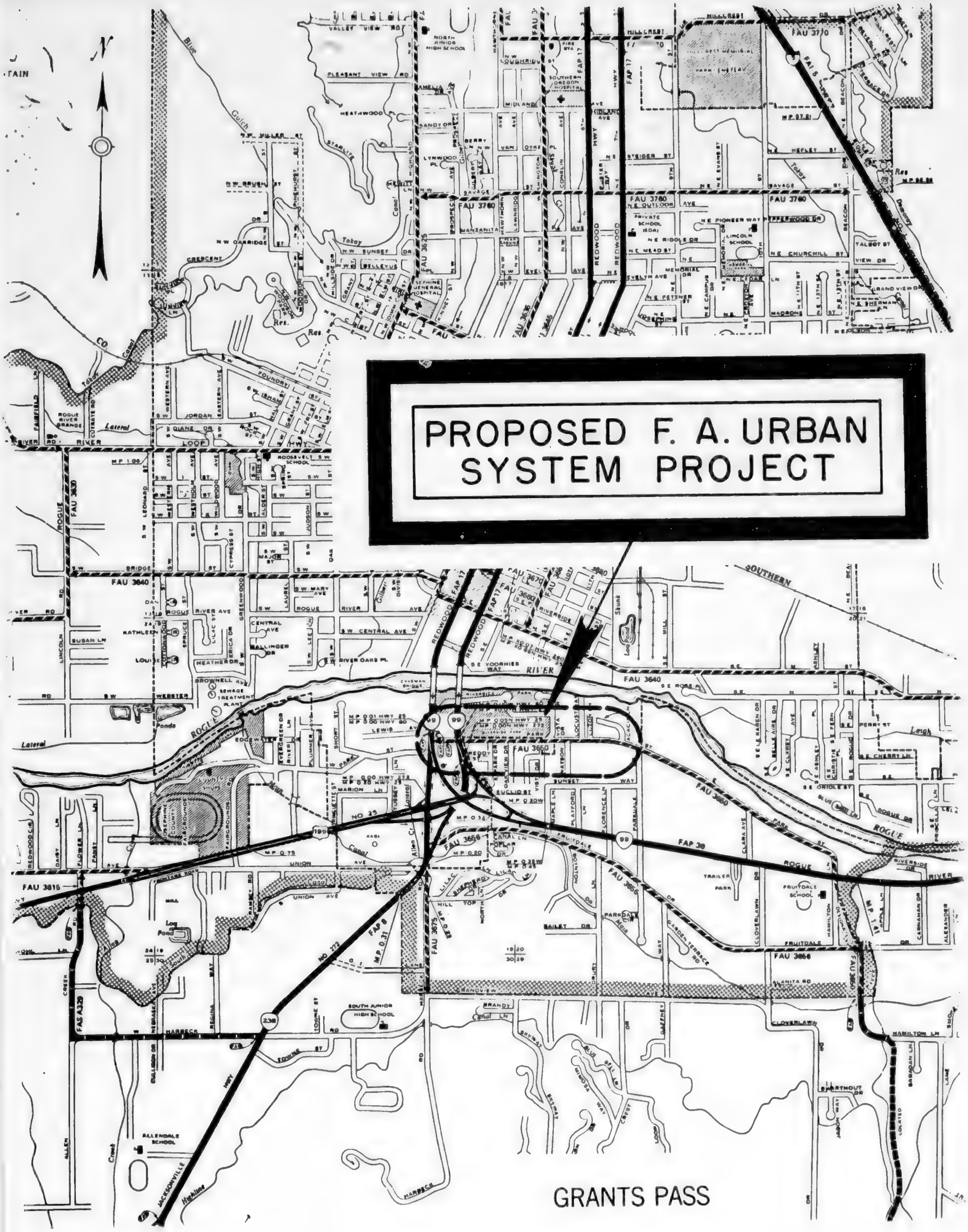
APPROVED BY:

H S Coulter
State Highway Engineer

Date 1-30-79

GEZ:dmc
Att.

81-125-1387



PROPOSED F. A. URBAN SYSTEM PROJECT

GRANTS PASS

N
FAU 3770
FAU 3760
FAU 3625
FAU 3635
FAU 3645
FAP 17
MILLCREST
HILLCREST
NORTH JUNIOR HIGH SCHOOL
SOUTHERN OREGON HOSPITAL
JOSEPHINE GENERAL HOSPITAL
REDWOOD
REDWOOD HWY
LINCOLN SCHOOL
FAU 3630
FAU 3640
FAU 3650
FAU 3660
FAU 3670
FAU 3656
FAU 3666
FAU 3675
FAU 3815
FAS A 329
FAP 30
FAP 9
NO 25
NO 272
199
99
230
ROGUE RIVER
ROOSEVELT SCHOOL
SEWAGE TREATMENT PLANT
COUNTY FAIRGROUNDS
SOUTHERN
RIVERSIDE PARK
FRUITDALE SCHOOL
SOUTH JUNIOR HIGH SCHOOL
ALLENDALE SCHOOL
UNION AVE
BRIDGE ST
HARBECK RD
JACKSONVILLE HWY

[illegible]
[illegible]

January 31, 1979

TO C. W. Head, Manager
Commission Services Section

FROM H. S. Coulter
State Highway Engineer

SUBJECT Local Government Project Approval

Attached is a report on Local Government projects which I have approved under authority delegated by the Transportation Commission.

Att.
cc: F. B. Klaboe
G. W. Wimer

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, and SOS), I approved the following:

Section and Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAUS Projects					
Transit System Terminal Study, City of Salem Marion County, Study	$ 50,000	$ 44,000	None	$ 6,000	1-23-79
Deschutes Place-Lafayette Avenue Section, Division Street, FAU 3225 City of Bend, Deschutes County, Construction	$400,000	$352,000	$24,000	$24,000	1-30-79
South 6th St.-Parkdale Drive Section, East Park St., FAU 3650, City of Grants Pass, Josephine County, Construction	$253,000	$222,640	$15,180	$15,180	1-30-79

January 31, 1979 Coulter

H. S. Coulter
State Highway Engineer

1983 Courtney Cr. Br. Sec. of the Halsey-Sweet Home Hwy. (Grad., Pav. & Structure) 9613

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 1/28/85	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. BRF-62(3)
COMPLETION DATE (Actual) 10/25/83	ACCEPTANCE DATE BY CONRTACT AGENCY 10/18/84	TIME ELAPSED 100 %	CONTRACT TIME 185 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COURTNEY CREEK BRIDGE SECTION
HALSEY - SWEET HOME HIGHWAY
Grading, Paving, & Structure

This project provided for the construction of a 39 foot by 68 foot concrete deck slab structure and the necessary approaches.

The final project cost underran by approximately 4 percent. There were no contract claims.

A final inspection of the completed project was made June 26, 1984.

RECEIVED
STATE HWY ENGR
FEB 5 '85
REFER TO
Fredrickson
FOR
Info | Invcs | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ
2/6

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2/4/85	TITLE Field Operations Engineer	DATE 2/5/85

November 6, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9613

Gentlemen or Ladies:

On October 23, 1984, we wrote to you concerning release of final payment on Contract No. 9613 awarded to Auburn Construction Co. for work on the Courtney Creek Bridge Section of the Halsey-Sweet Home Highway in Linn County.

Final payment on this contract is $2,524.93 and the total contract amount is $200,377.38. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Auburn Construction Co.
10630 SW Tonquin Loop Road
Sherwood, OR 97140

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

1 Versteeg ✓
Anderson
S. Adams
S.Y. Macnab
Edwards
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Trout
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MAY 30 1984
ROAD DESIGN SECTION

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NARRATIVE REPORT

Project: Courtney Creek Bridge
Contract: 9613
Prefix: 122-1019

The purpose of this project was to replace the existing timber bridge over Courtney Creek with a new single span slab bridge. The work included construction of a detour, building the bridge, removing the detour, a small amount of paving, and the addition of guardrail on each end of the bridge. The contract was put out for bid on March 24, 1983, and was awarded to Auburn Construction Co. on March 30, 1983 with the calendar day count to start April 12, 1983.

The preconstruction conference was held in the project manager's office on April 14, 1983. The Contractor presented his schedule which showed him going to work as soon as possible, providing that he could get permission to work in Courtney Creek prior to the June 1 restriction as shown in the water Pollution Mitigations. He could not get permission and so he delayed the start of construction until May 24, 1983 at which time he constructed the detour on the north side of the Halsey-Sweet Home Highway.

The detour alignment crossed the roadside ditch, and due to the amount of water in the ditch at the time, we decided to place a pipe across the detour. P.A. #1 was initiated to furnish and install and later remove this pipe.

The Contractor completed the detour and opened it to traffic on July 7, 1983. With the traffic now on the detour, he removed the existing structure and began excavation for the Bent #1 footing.

The Contractor experienced considerable difficulty during this part of the work. He attempted to short cut the shoring and cribbing which allowed material to slough into the excavated area. The Contractor also had problems with water seeping through the detour and back into the hole he had excavated. He had to locate and drive sheet piles to stop this seepage.

Once these problems were eliminated the excavation for the footings was completed. Both Bents #1 & #2 are founded on dense sand and gravel as indicated in the foundation data in the contract plans.

The end bents were completed in late August and the slabs were set on September 9, 1983. The Contractor placed the polyester fiber asphalt membrane on the deck on 9/27/83 and completed the A.C. Paving the same day.

The guardrail was completed on 10/14/83 and traffic was switched onto the new structure on 10/17/83.

The Contractor then removed the detour and completed all other contract bid item work on 10/25/83.

The calendar day count was stopped on 10/25/83 and the contractor was accessed liquidated damages for 5 days. He did file a request for increasing the number of days to complete the project and this request was forwarded to Region with our recommendation that the 5 days be granted. This request was approved.

RECOMENDATIONS: None

D. W. Greene, Project Manager

xc: file

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Courtney Creek Bridge
Highway: Halsey-Sweet Home
County: Linn

Contract No.: 9613
Prefix: 122-1019
F.A. No.: BRF 62(3)

Item	Unit	Original	Semifinal	+ or - %
SUMMARY				
Bid Items	$	193,366.75	$196,894.05	+2%
Anticipated Items	$	15,200.00	14,245.00	-6%
Contingencies	$	9,385.50	3,480.00	-63%
Engineering	$	18,771.01	25,000.00	+33%
Liquidated Damages	$		-560.00	
Total	$	236,723.26	239,119.05	+1%

COURTNEY CREEK BRIDGE
HALSEY - SWEET HOME HIGHWAY
LINN COUNTY
CONTRACT NO. 9613

STATEMENT OF OVERRUNS AND UNDERRUNS

BID ITEM	DESCRIPTION	UNIT	ORIGINAL QUANTITY	SEMIFINAL QUANTITY	PERCENT +/-
7.	Flagmen	Hour	200	45.5	-77%
	Explanation: The contractor was able to construct the project with minimum flagging.				
11.	Borrow Excavation	Cu. Yd.	2170	2631.5	+21%
	Explanation: More borrow excavation was required than anticipated plan quantities. Sub-excavation was needed in some areas of detour.				
12.	Toe Trench Excavation	Cu. Yd.	75	18.6	-75%
	Explanation: Toe trench excavation was done as per plan neat section (0.2222 yd^3/ft.) Bent 1 & 2 walls, excluding wingwalls, were excavated (84 Lin. Ft. Total). 0.2222 X 84 = 18.6 yd^3.				
13.	Watering	M-Gal	80	10.80	-87%
	Explanation: The majority of mat'ls used on this project were at optimum moisture. A minimum quantity of water was needed to obtain compaction of aggregate base.				
15.	3/4"-0 Aggregate Base	Ton	100	0	-100%
	Explanation: 1½"-0 Aggregate Base was used in lieu of 3/4"-0.				
25.	Single Mailbox Supports	Each	1	3	+200%
	Explanation: Three mailboxes were mounted individually on single supports.				

9613

Report # 47

F

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Courtney Creek Bridge		WEEK ENDING April 14, 1984
		SECTION PREFIX 122-1019
	HIGHWAY Halsey - Sweet Home	COUNTY Linn
NAME OF JOB Courtney Creek Bridge	KIND OF WORK Grading, Paving, & Structure	
CONTRACTOR Auburn Construction Co.	CONTRACT NUMBER 9613	FEDERAL AID PROJECT NUMBER BRF-62(3)
DATE OF CONTRACT March 30, 1983	DATE WORK STARTED May 10, 1983	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 185
PROJECT AUTHORIZATION: $ 236,723.26	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 103
EXCLUSIVE OF ENGINEERING: $ 217,952.25	ENGINEERING AUTHORIZATION $ 18,771.01	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 214,921.95	ENGINEERING COST TO DATE $ 25,000.00 This week 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103
ESTIMATED PERCENT: Underrun 3.0 %	PERCENT OF AUTHORIZATION 133 %	DATE PROJECT WAS COMPLETED: October 25, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
100		100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4385 CY	2100 Ton		338 LF	650 Ton
TOTAL QUANTITIES CORRECTED TO DATE	4840	1860		338	700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4840	1860		338	700
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4289A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Time Charges stopped 10/25/83.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4/8/84 SUNDAY	
4/9/84 MONDAY	No Activity This Week.
4/10/84 TUESDAY	
4/11/84 WEDNESDAY	
4/12/84 THURSDAY	
4/13/84 FRIDAY	
4/14/84 SATURDAY	

REMARKS

Second Notification 10/25/83

Corrective Work and Social Security Numbers needed for Third Notification

Semi-final Submitted this Week to Region

SIGNED D.W. Greene by
D. W. Greene, Project Manager
LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

4013

February 21, 1984

CON

Auburn Construction Co.
10630 SW Tonquin Loop Road
Sherwood, OR 97140

Time Extension Request
Courtney Creek Bridge
Contract No. 9613
FAP No. BRF-62(3)

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time adjustment of an additional five calendar days is granted due to the added work performed under Price Agreement Nos. 1 and 2.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
D. W. Greene w/att.
FHWA w/att.
Bob Church

FORM 81-734-3030-X

OF GON STATE HIGHWAY DIV ON

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon
January 20, 1984

FROM: D. W. Greene
D. W. Greene
Project Manager

TO:
Jim Gix
Region Engineer

ATTN: J.X. Wilson
Region Construction Engineer

SUBJECT:
Courtney Creek Bridge
Contract No. 9613
Halsey-Sweet Home Hwy
Linn County
Contractor's Request

RECEIVED
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CONSTRUCTION SECTION
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Enclosed you will find the Contractor's Request for Adjustment of Contract Time for the Courtney Creek Bridge project. The contractor has asked for a total of 57 days and as of this date the contractor has been assessed liquidated damages for 5 days.

Following is our explanation of the time requested:

1) The detour alignment crossed the roadside ditch along the Halsey - Sweet Home Highway. Before construction could begin, and due to the amount of water flowing in the ditch, the contractor was requested to furnish, install and later remove 250 feet of 24" pipe. Price Agreement No 1 was written to include this work. The contractor took nearly 6 days to locate and install the pipe. It took an additional 4 days to remove it. Our recommendation is that 10 days be added for this work.

2) The contractor was also requested to extend an 18 inch pipe that was not shown on the contract plans. Price Agreement No. 2 was written to include this work. Furnishing and installing this pipe took 2 days. Our recommendation is that 2 days be added for this work.

3) In addition to the above pipe price aggrement work, the calendar day count started on April 12, 1983 and the contractor was not permitted to do any work that would involve Courtney Creek until a detour was built, and to build the detour the contractor had to place a 48" pipe in Courtney Creek. We feel that the 180 calendar days took into account his not being able to work until June 1 and there was ample time to complete the project after this date. Our recommendation is that no time be allowed for these days.

To summarize, we are recommending that the contractor ~~could~~ be granted an additionsl 10 days to furnish, install, and remove the 24" pipe in the detour, two days to furnish and install the 18" pipe not shown on the plans, for a total of 12 days.

W.E. Schwartz —
I concur with Region & Project Mgr. and recommend a 5 C.D. time extension due to added work done under P.A. 1 & P.A. 2.
This will eliminate all liquidated damages.

LDL/cg

xc: Construction file

1-27-84
CC: O.B. Jackmond
I concur with Green's analysis.
J.X.W.

ROSEBURG REGION
RECEIVED
JAN [illegible] 1984

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-129		County Linn
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRF-62(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 24, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 239,631.00	$ 248,930.00
Federal funds	$ 191,704.00	$ 199,144.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of November, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Project Unit Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State High
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 9, 1983

Federal-Aid Project No. BRF-62(3)

Courtney Creek Bridge Section
Halsey-Sweet Home Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Courtney Creek Bridge No. 4289A (Sta. 7+51 to Sta. 12+59)

Subtotal of previous estimate of May 23, 1983				$ 210,071.75
Previous Estimate				
Borrow Excavation	2,170	Cu. Yd.	6.40	$ 13,888.00
Revised Estimate				
Borrow Excavation	2,625	Cu. Yd.	6.40	$ 16,800.00
Furnish, Install, & Rem. 24" Pipe (P.A. #1)		All Required		2,875.00
Extend 18" Conc. Pipe (P.A. #2)		All Required		605.00
				$ 20,280.00
			Increase	$ 6,392.00
			Subtotal	216,463.75
			Engineering	32,466.25
			Total	$ 248,930.00

Length of Structure	0.013 mi.
Length of Project	0.096 mi.
Federal Funds (80.0%)	$ 199,144.00
State Funds	49,786.00
Total	$ 248,930.00

Group 1	100%
Contract No.	9613
Prefix:	122-1464
Prefix:	122-1019

9613 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

63

Oregon
County: Linn
Project No.: BRF-62(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. R. 228; 2.6 miles east of Halsey "Courtney Cr. Br. Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-2-83	----

OTHER *(Specify)*

FUNDS PRO RATA 80.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 239,631.00	$ 191,704.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 5-24-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon May 23, 1983

Federal Aid Project No. BRF-62(3)

Courtney Creek Bridge Section
Halsey-Sweet Home Highway
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Courtney Creek Bridge No. 4289A (Sta. 7+51 to Sta. 12+59)

Mobilization		All Required		$ 18,000.00
Temporary Protection and Directon of Traffic		All Required		200.00
Temporary Signs	208	Sq. Ft.	15.50	3,224.00
Temporary Barricades	6	Each	60.00	360.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	190	Lin. Ft.	5.00	950.00
Temporary Plastic Safety Markers	13	Each	45.00	585.00
Flagmen	200	Hour	10.00	2,000.00
Clearing and Grubbing		All Required		2,900.00
Removal of Structures and Obstructions		All Required		300.00
General Excavation	2,140	Cu. Yd.	4.00	8,560.00
Borrow Excavation	2,170	Cu. Yd.	6.40	13,888.00
Toe Trench Excavation	75	Cu. Yd.	5.25	393.75
Watering	80	M-Gal.	10.00	800.00
Coarse Aggregate Base	2,000	Ton	6.85	13,700.00
3/4"-0 Aggregate Base	100	Ton	6.85	685.00
Class "B" or Class "C" Asphalt Concrete	650	Ton	34.90	22,685.00
Guard Rail, Type 2A	238	Lin. Ft.	10.50	2,499.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	3	Each	350.00	1,050.00
Rail End Pieces, Type C	3	Each	90.00	270.00
Rail End Pieces, Terminal Connector	4	Each	45.00	180.00
Type 2 Fence	80	Lin. Ft.	5.00	400.00
Extra for Asphalt Approaches	4	Each	150.00	600.00
Loose Riprap, Class 50	105	Cu. Yd.	25.00	2,625.00
Bridge Removal Work		All Required		7,592.00
Shoring, Cribbing, Etc.		All Required		2,190.00
Structure Excavation	300	Cu. Yd.	6.50	2,275.00
Structure Excavation Below				

Elevations Shown	35	Cu. Yd.	7.00	245.00
Structural Concrete, Class 3300 (135 CY @ $210)		All Required		21,680.00
4'x65'/70' Prestressed Slabs (13,000 lbs. @ 0.50)	10	Each	3,700.00	37,000.00
Reinforcement		All Required		4,100.00
Reinforced Concrete Bridge End Panels	180	Sq. Yd.	54.00	9,720.00
Two Tube Steel Railing	125	Lin. Ft.	46.96	5,870.00
Membrane Waterproofing	300	Sq. Yd.	11.00	3,300.00
				$193,326.75

Anticipated Items

Permanent Pavement Marking	All Required		$ 1,500.00
Temporary Erosion	All Required		2,500.00
Pacific Power and Light Co.	All Required		12,745.00
			$ 16,745.00
		Subtotal	$ 210,071.75
		Engineering	28,359.25
		Total	$ 238,431.00

Length of Structure ------------- 0.013 miles
Length of Project --------------- 0.096 miles

Retained in Program Status

Roadside Seeding and Mulching	All Required	$ 1,200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$ 238,431.00	$ 190,744.00	$ 47,687.00
Reserve	1,200.00	960.00	240.00
Total	$ 239,631.00	$ 191,704.00	$ 47,927.00

Group 1 100%
Contract No. 9613
Prefix: 122-1464 (PE Only)
Prefix: 122-1019

Courtney Creek Bridge Section
Halsey-Sweet Home Highway
Linn County

Non-participating Item (State Responsibility)

Single Mailbox Supports	1.00	Each	40.00	$	40.00

April 12, 1983

Auburn Construction Co.
10630 S.W. Tonquin Loop Road
Sherwood, OR 97140

CON 5

#9613

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9613 for work on the Courtney Creek Bridge on the Halsey-Sweet Home Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson
Doug Greene
(contract signature pages attached)

March 25 ,1983

Oregon State Highway Department
Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Courtney Creek Bridge Project- Minority Business Enterprise #9613
Documentation

Gentlemen:

Our Minority contractors for the subject project are as listed below.

A. Minority Owned- Dirt & Aggregate Interchange Inc.

#17 - $2,499.00
#18 - $2,500.00
#19 - $1,050.00
#20 - $ 270.00
#21 - $ 180.00
1 - $ 750.00
$7,249.00 = 3.7%

B. Women Owned- Lady's Construction Co.,The

3 - $3,224.00
4 - $ 360.00
5 - $ 950.00
6 - $ 585.00
$5,119.00 = 2.6%

Very truly yours,

Stephen E. Auer
Stephen E. Auer
Auburn Construction Co.
10630 S.W. Tonquin Loop Rd.
Sherwood, Oregon 97140

RECEIVED
APR 1 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 19

TO: FILES

DATE: March 21, 1983

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 24, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 24, 1983 on the following projects:

1. South 7th Street-Parkdale Drive (Grants Pass)
   East Park Street, Josephine County
   Grading and Paving

   Two 12-foot lanes with 8-foot parking or 5-foot shoulders. An 8-foot bikeway is to be built on the river side, about half of which runs in the City Park. A 5-foot sidewalk is being constructed on the opposite side.

2. Courtney Creek Bridge
   Halsey-Sweet Home Highway, Linn County
   Structure

   Bridge replacement. Roadway work incidental to approach widening. Twelve-foot lanes with 8-foot shoulders on structures.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "...footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

3. Dead Ox Pump Canal Bridge
   Pioneer Road, Malheur County
   Grading, Paving and Drainage

   Existing structure is to be replaced with a 108-inch culvert pipe. Approaches have 12-foot lanes with 2-foot shoulders.

   Same as No. 1.

Contains Recycled Materials

4. Jordan Creek Bridge
   Arock Road, Malheur County
   Structure Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

JWG:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9613

ROAD DESIGN SECTION 378-6558 DES 16

C. O. Fredrickson
Region II Engineer, SALEM

March 15, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

Courtney Creek Section
Pacific Highway
Linn County

Vorsteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 15 1983
ROAD DESIGN SECTION

Do not File
Return to
Bring up
Action

We are forwarding herewith a reproducible map (Part of 8B-2-6) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-62(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20008

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/10/83
8. FEDERAL ROUTE NUMBER Primary 62
9. STATE ROUTE NUMBER Secondary 212

10. GENERAL LOCATION:
Courtney Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 3/3/83 and effective upon the date of award of contract, you are authorized to proceed with the actual adjustment for Pacific Power and Light Company's Aerial Power Line relocation on an actual cost basis estimated to be $12,000 Federal Funds $9,600. It should be noted that funds for this authorization were obligated at PS&E.

I approve the Agreement with Pacific Power and Light Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR

Info	Invss	R/D	D/R	Sign	Act	File

Orig to
3/14

14. DATE 3/10/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

March 3, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
Courtney Creek Bridge Section
Halsey-Sweet Home Highway
Linn County
Project No. BRF-62(3)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 4 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of estimates of cost to adjust Pacific Power and Light Company's aerial power line facilities dated September 9, 1982 and September 15, 1982, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to Pacific Power and Light Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated January 13, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.of

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $12,745.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTI ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-62(3)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20008

6. TO
Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-2-83	8. FEDERAL ROUTE NUMBER Primary 62	9. STATE ROUTE NUMBER Secondary 212

10. GENERAL LOCATION:
Courtney Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Structure, grading, and paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement marking S.F.	$1,500
Temporary Erosion Control	2,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-28-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $265,022, F.F. $212,017.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
Swan
FOR
Info | [illegible] | R/D | D/R | Sign | Act | [illegible]

Orig to
3/7

14. DATE 3-2-83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75)   PREVIOUS EDITIONS MAY BE USED

9615

212

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Jim Gix
REGION 3 CONSTRUCTION ENGINEER

DATE: January 14, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

ORIGINAL SIGNED BY
GERALD W. WIMER

SUBJECT: Construction Engineering
Courtney Creek Bridge
Halsey-Sweet Home Highway

1 Adams
Sullivan

RECEIVED
17
ROAD DESIGN SECTION

Thank you for agreeing to have Doug Green provide the construction engineering for the subject project. Our Albany crews have full work loads this construction season and can use the help.

Please have Doug include our District 4 office, our Region Bridge Maintenance office, and the Region 2 office on the list of those who will be reviewing the plans and participating in the preconstruction conference and final inspection. This office also desires copies of the major correspondence and weekly reports.

By a copy of this letter, Bridge Engineer Walt Hart, Final Design Engineer Don Adams, and Acting Specifications Engineer Art Brummitt are requested to furnish both your office and this office with sufficient copies of the plans and specifications as they can be made available to us. If they are already completed, then to send us another set. Thanks is extended to them and to yourself for assisting Region 2 in this matter.

GW/rgb

cc: C. T. Keasey
W. J. Hart
Don Adams
Art Brummitt
John Gunter
Fred Lucht

REFERRED TO
Board 1 Stoudenmeyer
Cole Mann
Erikson Watson
Hogue Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Greene has a set of plans

Contains Recycled Materials

-125-1307

76/5

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-62(-)
Courtney Creek Bridge, Linn County
(Mr. Thompson's ltr, 7-27-82, to
OSHD Reg 2 Engr Fredrickson)

Date: August 17, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Thompson's submittal letter for the Courtney Creek Bridge.

We agree that a new bridge is needed, particularly when the sufficiency rating is as low as "8." The $400,000 cost of the project, however, seems to include other items that are not eligible for Highway Bridge Replacement funding. Please separate out these costs for completion with other Federal-aid funds according to the Federal-aid Highway Program Manual.

The bridge proposal is approved. An approved set of the detail plans has been sent direct to Mr. T. G. Thompson, P.E., Highway Division Bridge Section.

For Dale E. Wilken

cc:
OSHD (Mr Hart, Bridge Engr)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 19 '82
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy.

RECEIVED
TECHNICAL SERVICES
AUG 20 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

7613

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-62(-) Courtney Creek Bridge (Br. #4289A) Halsey Sweet Home Highway Linn County

Date: July 21, 1982

From: Division Administrator

Reply to Attn. of: HBR.OR/F-62(-)

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

ATTN: W. J. Hart, Bridge Engineer

We have reviewed Mr. Wallace's submittal of July 16, 1982, for the Courtney Creek Bridge in Linn County. We find the proposal for a spread footing substructure and a 68' voided slab superstructure acceptable. Please proceed with the design.

NOTED
E. B. HUNTER

For Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
JUL 29 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
JUL 27 '82
REFER TO E Hunter
FOR
Info Inves R/D D/R Sign Act File

cc Walt Hart

ESH

1612

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1982

In Reply Refer to
File No.:

DES 23
4289A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace, P.E.
Assistant Bridge Engineer

RECEIVED
TECHNICAL SERVICES
JUL 19 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

SUBJECT: Courtney Creek Bridge
Courtney Creek Bridge Section
Halsey-Sweet Home Highway
Linn County
BR 4289A

Enclosed are two reduced prints of Drawings 36751 and 35856 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The alignment and roadway width are in accordance with the standards governing the project.

As suggested in the hydraulic report, three alternatives for this project were estimated. All three of the alternatives were to have a 40-foot wide precast prestressed deck. The first alternative was a 68-foot, single-span bridge with vertical abutments. The estimated cost for this alternative, including an allowance for engineering and contingencies, was $145,000. The second alternative was a 90-foot, two-span bridge, with three columns at each of the three bents. The estimate for this alternative was $144,000. The third alternative was a 120-foot, three-span bridge, with three columns at each of the four bents. The estimate for this alternative was $180,000.

Construction of the project will require that a detour be constructed. The proposed detour will begin at Station "L" 5+94.24 and end at Station "L" 13+95.76. The detour will consist of two 10° reversing curves at each end. There will be a tangent from Station "D" 9+50.72 to Station "D" 10+50.72. This alignment provides a 55-foot offset from the existing center at these stations.

We propose to use the 68-foot single-span alternative on this project. The preliminary estimates for the single-span structure and the two-span structure are approximately the same, and the single-span is more desirable for passing drift.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $145,000.

We request your approval of our preliminary plan.

JLG:jrb

Enclosures

cc: ✓E. S. Hunter
C. T. Keasey
Donald R. Adams /w/ 1 set
C. O. Fredrickson /w/ 1 set
Gary Potter /w/ 1 set
Don Shaffer /w/ 1 set

7613 10-30-81

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-62(2)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 20008

2A. COUNTY NAME Linn

6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-30-81

8. FEDERAL ROUTE NUMBER Primary 62

9. STATE ROUTE NUMBER Secondary 212

10. GENERAL LOCATION: COURTNEY CREEK BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of October 20, 1981 you are authorized to proceed with all phases of right of way acquisition for files 52110 and 52111, as shown on R/W map 9B-19-12 at a TEC of $5,000 - Federal Funds $4,409.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO [illegible]
FOR
Info Inves R/D D.R Sign Act File

Gray
11-5

14. DATE 10-30-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 20, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20008
Project No. F-62(2)
Courtney Creek Bridge Section
Linn County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-19-12 for the subject project.

I request the following:

> Authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $5,000 with an obligation of $4,409 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

No relocation assistance is involved on this project.

A Copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Courtney Creek Bridge OR-228 LINN Co.

DATE: 9/29/81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: D.E. WILKEN
H.S. COULTER ✓
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG.(2)ENGR.: C.O. FREDRICKSON
DIS.(4)ENGR.: H.C. JOHNSON

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8108 2 240

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
8 4 81

RECEIVED
STATE HWY ENGR
SEP 30 '81
REFER TO
FOR

Info	Inves	R/D	Dft	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay J. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

SEP 01 1981

PNRS STATE REVIEW

Project #: 8108 2 240

Return Date: SEP 11 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☒ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By James

Phone Number 229-5679

PNRS 8108-2-240

The Department of Fish and Wildlife has no objections to the Courtney Creek Bridge Replacement Project in Linn County. However we request that Joe Wetherbee, district fish biologist, have an opportunity to review and comment on the final project plans prior to construction. Mr. Wetherbee can be contacted at 2487 Lancaster Drive N.E., Salem, Oregon 97303, telephone number 378-6925.

We also suggest that construction be timed to avoid the spring nesting season of upland and non-game birds. Disturbed soil areas should be stabilized and revegetated after construction activities have ended.

We appreciate the opportunity to review and comment on this project proposal.

cc: Joe Wetherbee/Jim Heintz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
AUG 13 1981
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 8108 2 240

Return Date: SEP 11 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

By E. H.

Phone Number 8-3059

Linn Soil and Water Conservation District
33955 Highway 99E · Tangent, Oregon 97389 · Phone: 967-5927

September 15, 1981

SEP 18 1981

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Gentlemen:

SUPJECT: Courtney Creek Bridge Replacement, Highway 228, Linn County - Project No. 8108 2 240

Enclosed is a copy of an aerial photo showing the Courtney Creek Bridge site on Highway 228. Directors of the Linn Soil & Water Conservation District were pleased to learn that the present bridge is scheduled for replacement. However, a drainage problem exists at this location, and we feel the proposed bridge replacement project would be enhanced if measures were also taken to improve drainage at the site. Shallow borrow pits created during construction of Interstate 5 have become clogged with various kinds of vegetation and debris, obstructing the natural drainageway and causing flooding of adjacent fields. We strongly recommend that the channel through the stretch marked in red on the enclosed photo be cleaned when the new bridge is installed.

A representative of our organization would be happy to meet with Highway Division personnel to discuss this matter further at whatever time would be convenient.

Sincerely,

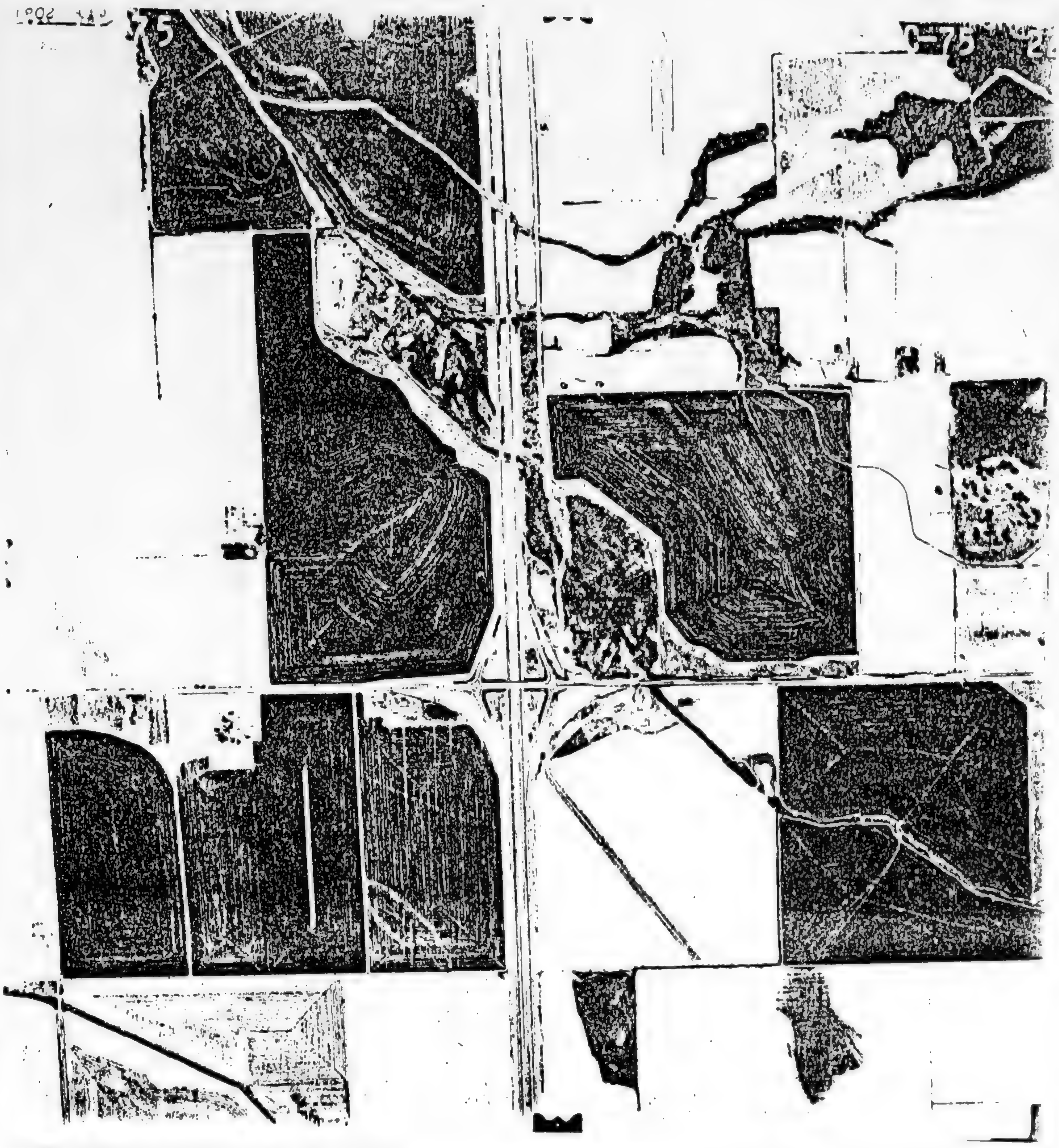
LINN SOIL & WATER CONSERVATION DISTRICT

Hulan Miller kb

Hulan Miller, Chairman

HM:kb

CONSERVATION · DEVELOPMENT · SELF-GOVERNMENT



1975 Photo - Approximate Scale: 1" = 1,150'

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

August 19, 1982

1 Versteeg ✓
Anderson
2 Adams A
Olson
Sullivan
Terpin
3 Trout R
Wakerlig

RECEIVED
AUG 20 1982
ROAD DESIGN
SECTION

NOTED
DON TROUT

Linn County Soil and Water
Conservation District
33955 Highway 99E
Tangent, OR 97389

Subj: Courtney Creek Bridge Reconstruction
Halsey - Sweet Home Highway
Oregon Route 228
Your Project No. 8108-2-240

We apologize for the delay in answering your September 15, 1981, letter. You had requested that we clean the creek channel downstream from the proposed project to enhance drainage.

The Courtney Creek Bridge project is funded under the Hazardous Bridge Reeplacement (HBR) Act. Under this type of funding, the Department is extremely limited as to what can be included in the scope of the project. Channel work, as you suggest, would be limited to that which is directly connected to the construction of the bridge and within our existing right of way.

The areas of creek channel in question are located in old borrow pits. Ownership of these pits was transferred to the State Department of Fish and Wildlife in 1974. You will need to work through that agency for your request.

ORIGINAL SIGNED BY
GERALD W. WIMER

Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

REFERRED TO
Beard Staudenmeyer
Cole Irwin
Erikson Watson
Hague Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

KDK,MKS/rgb

cc: Don Adams
John Gunter
Ken Karnosh

734-1867

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-62(-)
Project Classification, Courtney Creek Bridge
Halsey - Sweet Home Hwy., Linn County

Date: August 12, 1981

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

The subject project category request submitted with your August 7, 1981 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category II, Categorical Exclusion. A "wetlands finding" will also be necessary.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
Richard R. Arnold

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg II, Env)

RECEIVED
TECHNICAL SERVICES
AUG 13 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 11, 1981

NOTED
H.S. COULTER

TO: Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of
Governments
460 SW Madison #7
Corvallis, OR 97330

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: Courtney Creek Bridge
Highway: Halsey-Sweethome OR-228
County: Linn

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 14, 1981.

BLG:bke
Attachments
cc:
D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 4 Engr.: H.C. Johnson
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
AUG 14 '81
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: Department of Transportation — 46] **DIVISION** [79: Highway

03 12] **APPLICANT ADDRESS STREET** [45: Transportation Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: D.E. Swan — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: Courtney Creek Bridge

11 12] **PROJECT LOCATION—CITY**: Halsey-Sweethome OR-228 — **PROJECT LOCATION—COUNTY**: Linn — **PROJECT LOCATION** [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The purpose of the project is to replace an existing structurally [71

06 12] deficient and substandard bridge. The replacement structure, in addition [71

07 12] to being both new and sound, would also be wider. No changes in grade [71

08 12] or alignment are anticipated, hence a detour is proposed. The only [71

09 12] alternatives identified are build/no-build. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
440,000	----	110,000	---	---	550,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 8-11-81

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sep. — 43] DAY [44: 14 — 45] YEAR [46: 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 8-11-81

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

BRF-62(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date August 5, 1981

Section Courtney Creek Bridge

City ________ Hwy. No. 212

Highway Halsey-Sweet Home

Begin M.P. 2.57 Length 0.17 miles

County Linn

Program Estimate $550,000

Region II

Funding Source SBRP

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace an existing structurally deficient and substandard bridge. The replacement structure, in addition to being both new and sound, would also be wider. No changes in grade or alignment are anticipated, hence a detour is proposed. The only alternatives identified are build/no-build.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
XX	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

This project is of a type normally having minimal impacts. The expenditure of funds will not be great; additional traffic will not be generated; the existing grade and alignment will be maintained; right-of-way quantities will be neither great nor disruptive; and wetlands impacts will be assessed.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	yes, paved	yes, paved
Average Daily Traffic (Volume and Year)	3,250 (1979)	
Alignment (New, Combined, Existing)	----	existing
Speeds (Posted and Estimated)	55	55

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.51 acres ROW, plus 0.04 acres easement.
Estimated Number of Parcels	3 parcels ROW
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

The project would require three parcels of undeveloped land of 0.26, 0.17 and 0.08 acres for a total of 0.51 acres. This land is not presently used for agriculture, and the smallest parcel is part of a tract owned by the Oregon Department of Fish and Wildlife (ODFW). This property was

(Continued Page 2A)

2. Estimated Impact on Land Use:

None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The proposed construction detour would slow traffic for the life of the project. Long term changes would be nil, however, except that a wider structure should enhance safety. The project will not generate additional traffic.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Both the streambed and nearby roadside ditches have standing water. Willows, cottonwoods, and ash fringe the former while cattails stand in the latter. Roadway approaches will be widened (approximately 6,600 square feet of additional area), ditches will be reestablished, and a detour will be added and subsequently removed (aproximately 17,250 square feet in total area). Wetlands impacts, both temporary and permanent, are thus unavoidable. Permanent impacts are not extensive.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Potential loss of several substantial cottonwoods and willows on the north side of the project would affect scenery.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

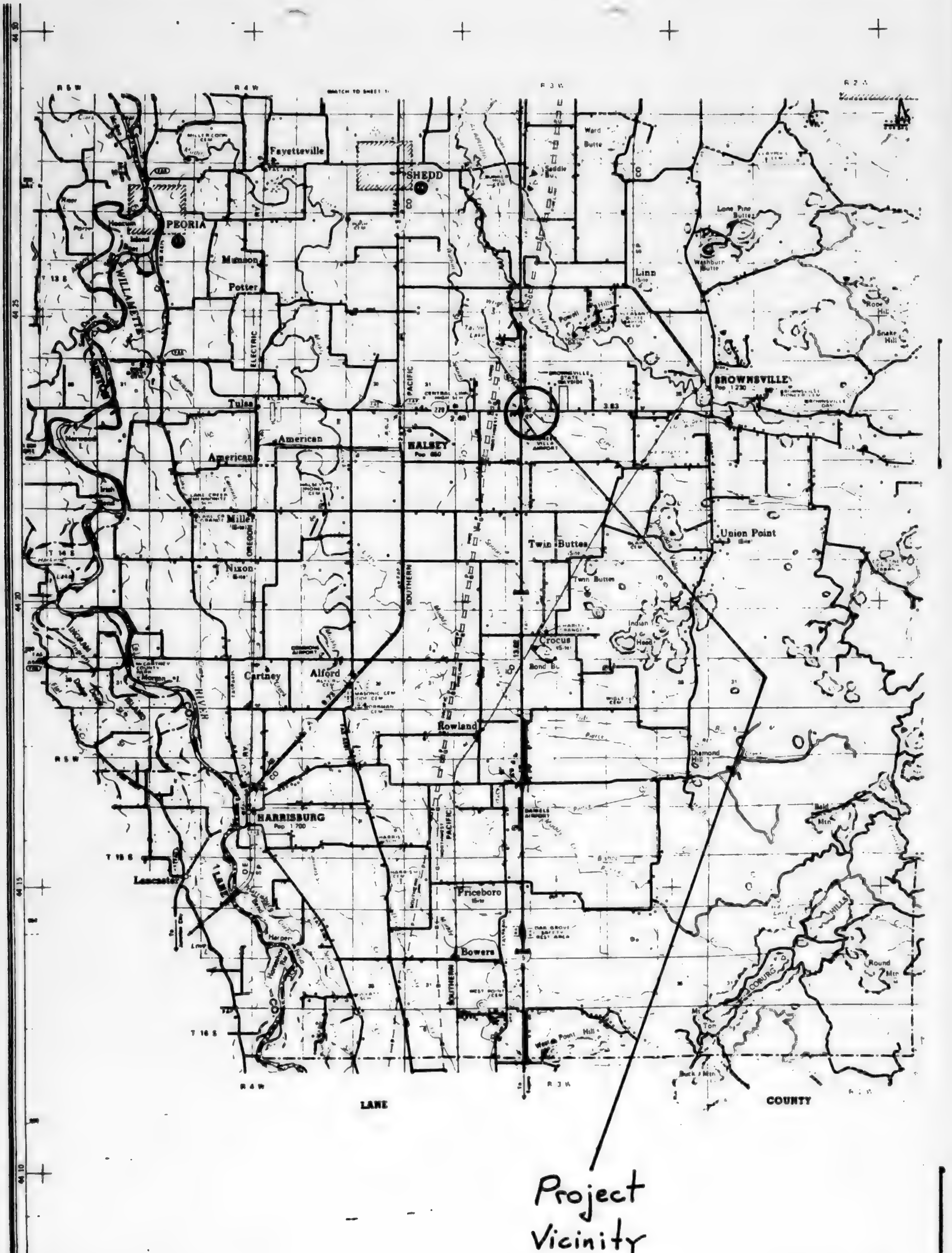
Wetlands impacts and the removal of riparian vegetation are potential concerns, but these impacts appear to be neither critical nor controversial.

Name of Preparer and Phone Number: Eb Engelmann 378-8486

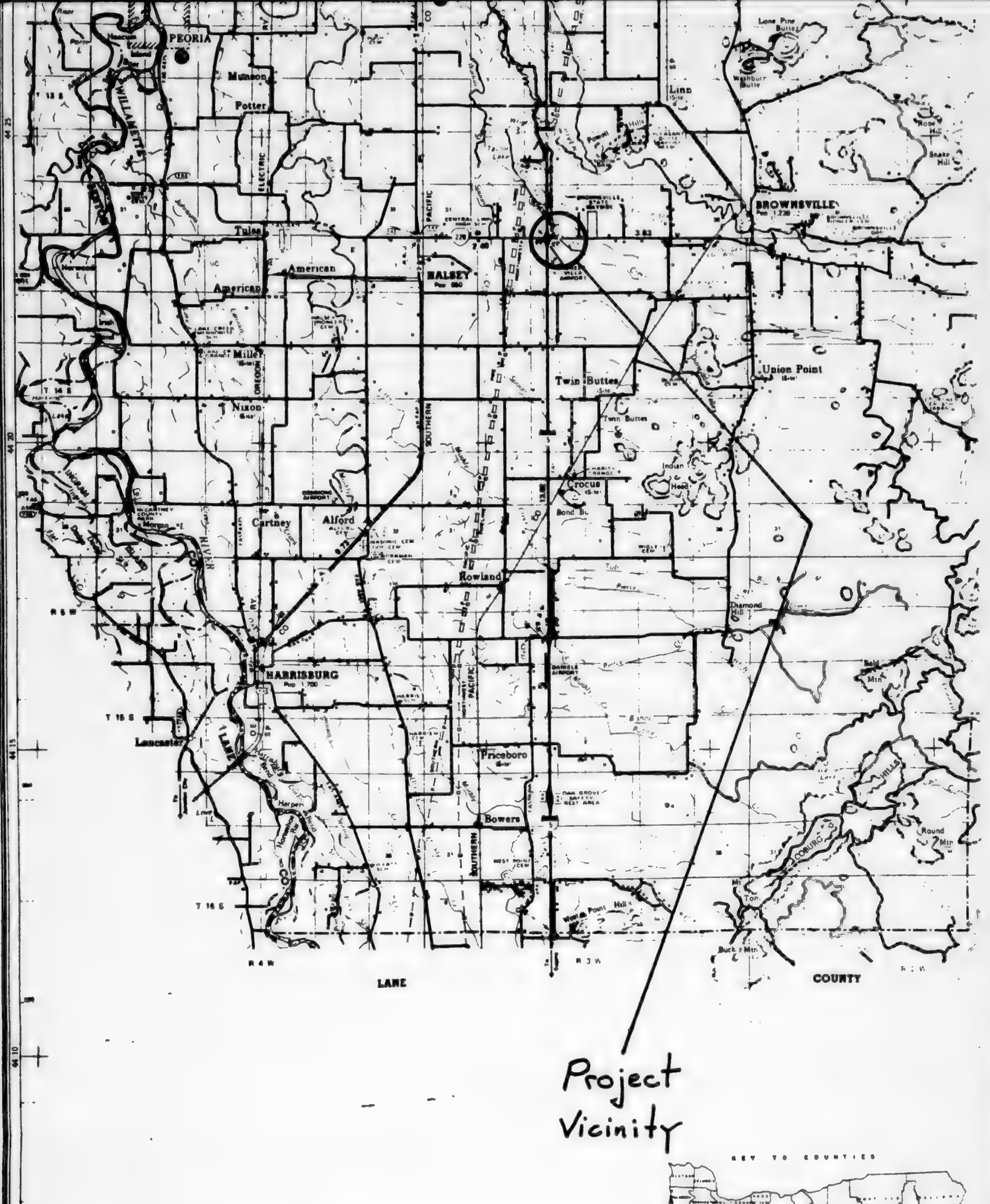
Page 2A

Continued from Page 2 Section E.1.

formerly owned by OSHD which reserved the right in the deed transfer to ODFW to reacquire the land if needed for highway improvements. Entry to an additional 0.04 acres of ODFW land will be requested for the detour, but the land will be returned upon project completion.


R 5 W
R 4 W
R 3 W
R 2 W
Fayetteville
SHEDD
PEORIA
Munson
Potter
WILLAMETTE
ELECTRIC
Linn
Lone Pine Butte
Washburn Butte
Rose Hill
Snake Hill
BROWNSVILLE
Pop 1 720
Tulsa
American
American
HALSEY
Pop 650
PACIFIC
SOUTHERN
Miller
Nixon
Twin Buttes
Union Point
Indian Head
Crocus
Cartney
Alford
Rowland
Diamond Hill
HARRISBURG
Pop 1 700
Lancaster
Priceboro
Bowers
Bald Mtn
Round Mtn
COBURG
HILLS
T 13 S
T 14 S
T 15 S
T 16 S
LANE
COUNTY
KEY TO COUNTIES

Project Vicinity


PEORIA
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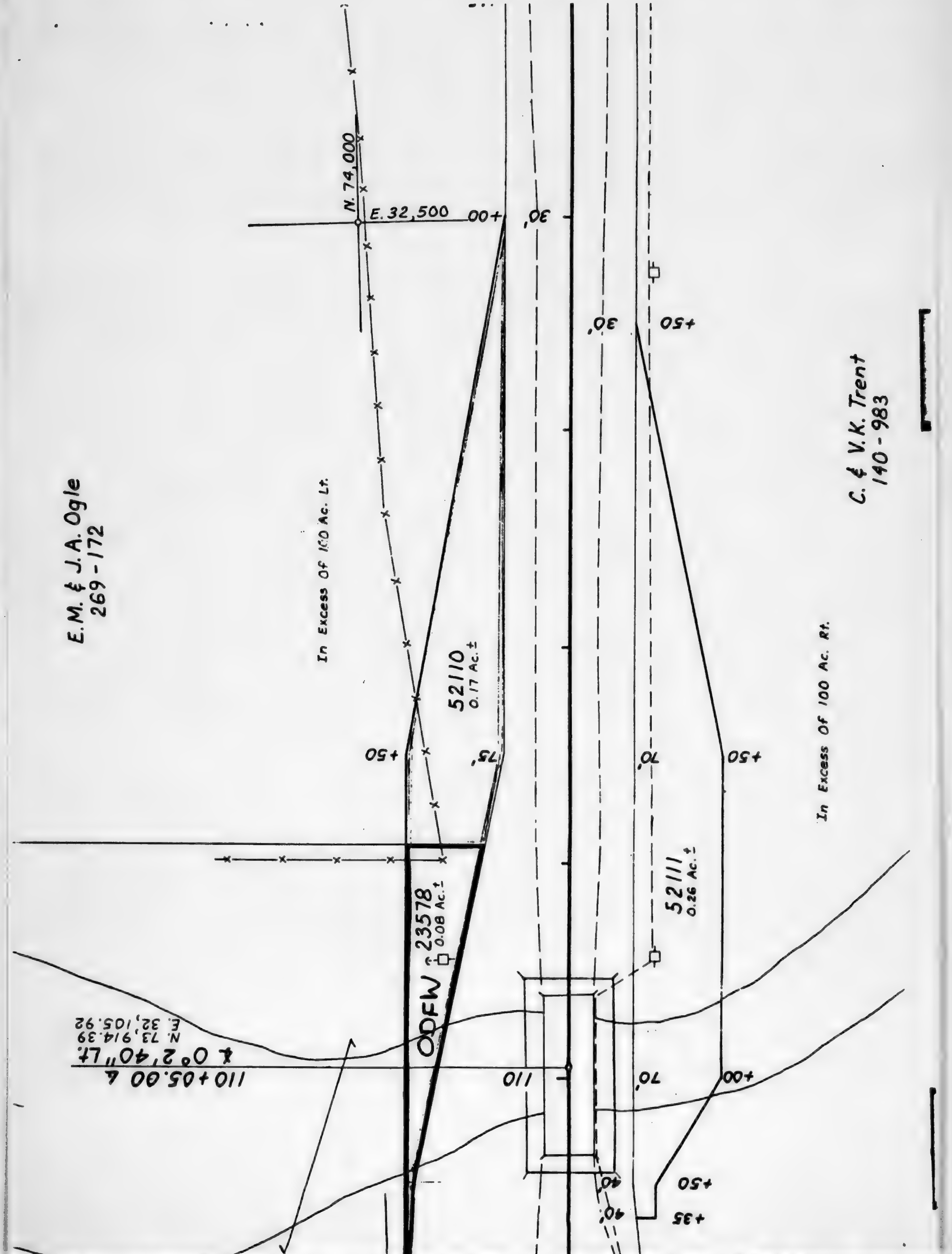
Lone Pine Butte
Washburn Butte
BROWNSVILLE
WILLAMETTE
American
HALSEY
Miller
Nixon
Twin Buttes
Union Point
Indian Head
Crocus
Cartney
Alford
Rowland
Diamond Hill
HARRISBURG
Lancaster
Priceboro
Bowers
Bald Mtn
Round Mtn
COBURG
HILLS
Mt Tom
Buck Mtn
SOUTHERN PACIFIC
RIVER
T 14 S
T 15 S
T 16 S
R 4 W
R 3 W
LANE
COUNTY
KEY TO COUNTIES

Project Vicinity

Population of Linn County, 1977 Estimate
85,000


E.M. & J.A. Ogle
269-172
C. & V.K. Trent
140-983
In Excess Of 100 Ac. Lt.
In Excess Of 100 Ac. Rt.
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E. 32,500
00+
30'
30'
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52110
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+50
75'
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52111
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23578
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ODFW
110+05.00 ℄
℄ 0°2'40" Lt.
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E. 32,105.92
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40'
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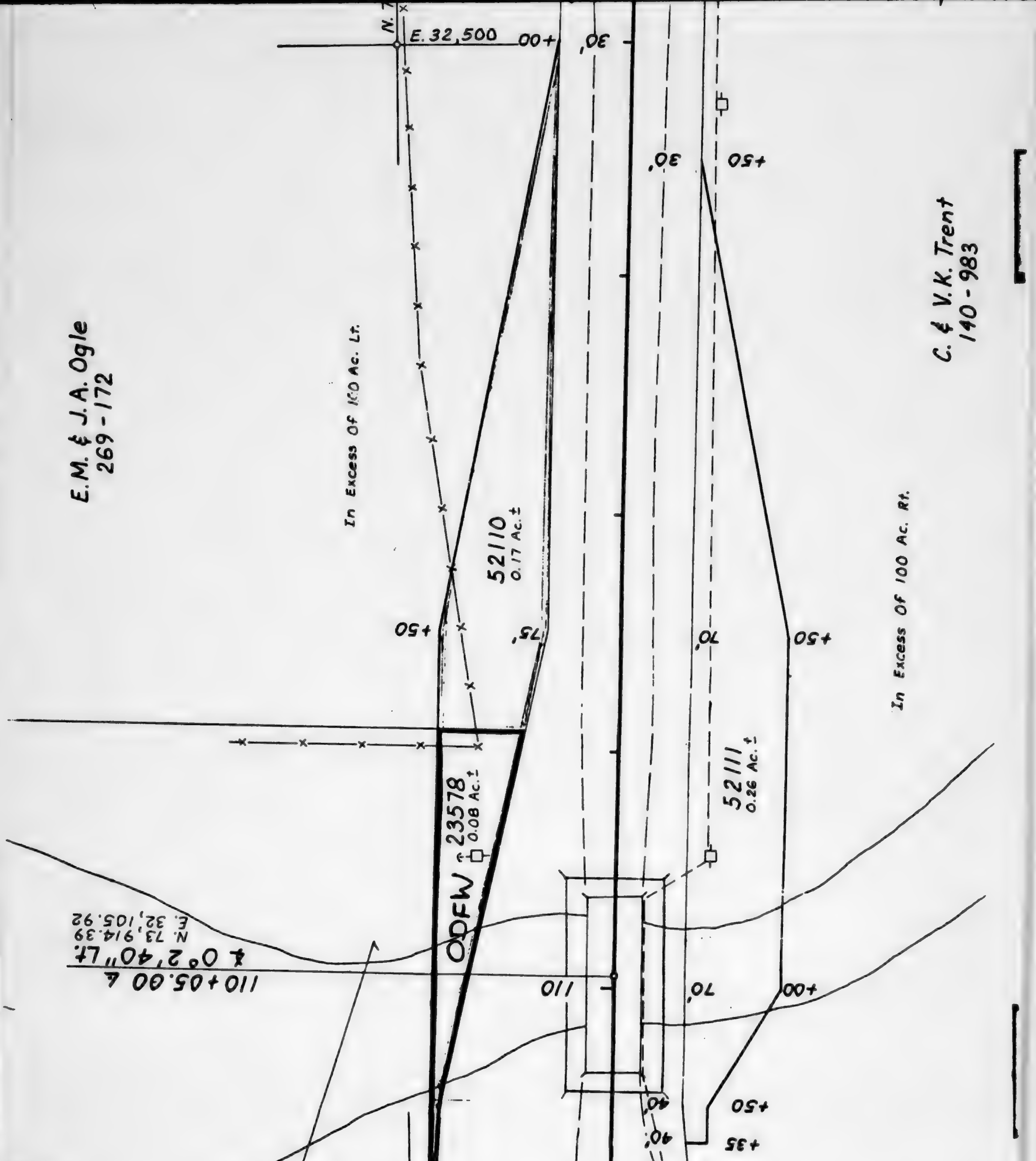
+50
+35



N. 7
E. 32,500
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E.M. & J.A. Ogle
269-172
In Excess Of 100 Ac. Lt.
C. & V.K. Trent
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0.17 Ac.±
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In Excess Of 100 Ac. Rt.
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ODFW
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0.08 Ac.±
110+05.00 ℄
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N. 73,914.39
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16 15

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

July 10, 1981

J. H. Versteeg
Road Design Engineer

Files 52110 & 52111
Courtney Creek Bridge Section
Halsey-Sweet Home Highway
Linn County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for subject project, scheduled for fiscal fourth quarter of 1982.

Also attached is a description covering an 0.08 acre parcel to be deeded back to the Department of Transportation. This parcel lies within an area previously acquired under File 23578 and subsequently relinquished to the State Game Commission. In addition, the State Game Commission is to be notified that an area adjacent to subject parcel will be required for a temporary detour.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

1983 Jordan Cr. Br. Sec. of 9614
Arock Rd. 23 Mi. W. of Jordan
Valley (str. repair)

9614

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

9614

REGION NO. 10	REPORT NO.	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT June 1, 1984	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BHS-B460(1)
COMPLETION DATE (Actual) July 6, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY December 2, 1983	TIME ELAPSED 83 %	CONTRACT TIME 25 CD

LOCATION Jordan Creek Bridge Section of Arock Road approximately 23 miles west of Jordan Valley.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
JUN 12 '84
REFER TO Fredrickson
FOR
Info Invest R/D D/R Sign Act File

1. Description of Improvement as Programed:

   A. Repair of Bent 3 of Bridge No.9996 over Jordan Creek.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: P & F Construction

3. Contract Amount: $4,676.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 6/11/84	TITLE Field Operations Engineer	DATE 6/11/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 2-84)

December 9, 1983

Amwest Surety Insurance Co.
2532 SE Hawthorne Blvd.
Portland, OR 97214

CON 5
#9614

Gentlemen or Ladies:

Contract No. 9614 awarded to P & F Construction for work on the Jordon Creek Bridge Section of Arock Road in Malheur County was completed on August 25, 1983, and accepted by the State Highway Division on December 2, 1983.

Final payment in the amount of $233.80 will be released to the contractor after December 14, 1983. The total contract amount is $4,676 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: P & F Construction
PO Box 232
Gates, OR 97346

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

9614

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Creek Bridge

WEEK ENDING: September 17, 1983

SECTION PREFIX: 523-1084

HIGHWAY: Arock Road

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Structural Repair

CONTRACTOR: P & F Construction

CONTRACT NUMBER: 9614

FEDERAL AID PROJECT NUMBER: BHS-B460(1)

DATE OF CONTRACT: March 30, 1983

DATE WORK STARTED: June 20, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 30

CALENDAR DAYS USED: 25

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 83%

PROJECT AUTHORIZATION: $ 5,354.02

EXCLUSIVE OF ENGINEERING: $ 4,886.42

ENGINEERING AUTHORIZATION: $ 467.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,886.42

ENGINEERING COST TO DATE: $ 700.89

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . ____%

PERCENT OF AUTHORIZATION . . . 150%

DATE PROJECT WAS COMPLETED: July 6, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1996							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11		0		
MONDAY 12		0		
TUESDAY 13		0		
WEDNESDAY 14		0		
THURSDAY 15		0		
FRIDAY 16		0		
SATURDAY 17		0		

RECEIVED
SEP 19 1983
CONSTRUCTION
SECTION
SCS
EEO
CA
LC
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	NO ACTIVITY ALL WEEK - PROJECT COMPLETED
MONDAY 12	
TUESDAY 13	
WEDNESDAY 14	
THURSDAY 15	
FRIDAY 16	
SATURDAY 17	

REMARKS

[redacted]
Semi-Final submitted to Region this week - FINAL REPORT

SIGNED P. F. Burnett LOCATION Ontario
P.F. Burnett, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9 6 , 2

STATE COPY

cc: H. S. Coulter

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7

INITIAL REPORT & FINAL INSPECTION

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Malheur	**DIVISION** Oregon
DATE OF INSPECTION 7-28-83	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** BHS-B460(1)

IN COMPANY WITH

Herb Shaw, Ass't Project Manager, OSHD

LOCATION

Approximately 23 miles west of Jordan Valley, Malheur County, Oregon

CONTRACTOR NAME AND ADDRESS

P & F Construction, P. O. Box 232, Gates, Oregon 97346

AWARD DATE 3/30/83	**CONTRACT AMOUNT** $4,676.00	**TIME ALLOWED** 30 calendar days	**TIME STARTED** 4/12/83	**WORK STARTED** 6/22/83
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 83	**WORK COMPLETED** 100	

REMARKS

JORDAN CREEK (AROCK ROAD) BRIDGE SECTION
AROCK ROAD
Structure Repair

This project provides for the repair to the Bent No. 3 cap of the above structure.

The project work is now complete and acceptance is recommended.

Project time was delayed as high water in Jordon Creek made it impractical to begin work any earlier.

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

[illegible]

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-204	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-15-83	State Oregon County Malheur Project No. BHS-B460(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County Road, 1.1 miles South of Arock "Jordan Cr. (Arock Rd.) Bridge Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-2-83	----

OTHER *(Specify)*

FUNDS PRO RATA 80.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,354.00	$ 4,283.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 10, 1983

Federal-Aid Project
No. BHS-B460(1)

Jordan Creek (Arock Rd.) Bridge
Malheur County Road

PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure Bridge No. 1872A (Bent No. 3)(Sta. 41+00)

Bent No. 3 Repair

All Required	$ 4,676.00
Subtotal	$ 4,676.00
Engineering	678.00
Total	$ 5,354.00

Federal Funds (80%)-------------	$ 4,283
State Funds ---------------------	1,071
Total	$ 5,354

Group 1 100%
Contract No. 9614
Prefix: 523-1499 PE
Prefix: 523-1084 Const.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BHS-B460(1)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: MALHEUR

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30067

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3-2-83

8. FEDERAL ROUTE NUMBER: Secondary B460

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Jordan Creek (Arock Rd) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Bridge Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2-24-83, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $21,800, F.F. $17,440 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lowere than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 1-26-83 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
MAR 7 '83
Orig to
REFER TO
Swan
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 3-2-83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Bossner

16. TITLE: for Division Administrator

3/8

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

DATE: February 24, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Program Data Submission
Item No. 30067
Project No. BHS-B460(1)
Jordan Creek (Arock Road) Bridge Section
Malheur County

The attached support data consists of PR-1 forms and a project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 24, 1983.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $21,800 with an obligation of $17,440 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

Also attached is a copy of the January 12, 1983 interoffice memo by J. H. Wood, Highway Division Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished.

JLG:lb

Att.

cc Ken Husby
Guy Johnson
General Files

Form 734-3122

FAS E480

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION Jordon Creek (Arock) Bridge	REGION #5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 523-1499	DATE 1-27-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	500		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	200	
906 BRIDGE DESIGN	500		921 SPECIFICATIONS	2,000		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	100		950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES	100				

	TOTALS	$ 3,700 | $ 3,700
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$ 0
FEDERAL AID PROJECT NUMBER STATE	ADD. AUTH. REQUIRED	$ 3,700

LOCATION ENGINEER'S REMARKS

1 ✓ Watson kg
2
3
10
4

RECEIVED

Approved by Hwy Eng'r

PREPARED BY J.E.Chidsey	DATE 1-20-83	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/1/83
RECOMMENDED ~~XXXXX~~ ENGINEER Bridge X	DATE 1/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-28-83
RECOMMENDED LOCATION ENGINEER X	DATE 1/27/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION: Jordon Creek (Arock) Bridge #9996A	REGION: V

STATE HIGHWAY #	HIGHWAY NAME: Arock Road FAS B480	MILE POST FROM ___ TO ___	LENGTH: N/A
☐ URBAN ☒ RURAL	CITY	COUNTY: Malheur	ROAD/STREET NAME
ROUTE #	FEDERAL AID #: FAS-C	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 800	GRADING	(✓)		FILES	(#)	–
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	–
ROADWAY	$		STRUCTURES	(✓)	X	RELOCATIONS	(#)	–
STRUCTURES	$25,000 ~~10,000~~		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	–
	$		ENVIRONMENTAL CLASS	(1,2,3)		RIGHT OF WAY ACQUISITIONS	(S,C,A)	–
40% ENGINEERING & CONTINGENCIES	$ 10,000 ~~4,000~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 35,000 ~~14,000~~	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 35,800 ~~14,800~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR): 3/83	RECOMMENDED FUNDING SOURCE: HBR	RECOMMENDED PROGRAM YEAR: 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION: N/A	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	N/A	
STRUCTURES (#)	N/A	
SIGNALS (#)	0	
BIKE PATH (Y/N)	0	
AVERAGE DAILY TRAFFIC	N/A	
YEAR OF AVERAGE DAILY TRAFFIC	N/A	

DEFINE THE PROBLEM

During the construction of the structure, the required reinforcing steel was omitted from Bent 3 pile cap. The cap has spalled, leaving little support to the longitudinal beams in one span.

PROPOSED SOLUTION

Repair Bent 3 by attaching a retaining channel to the crossbeam and filling the void with high-strength groute.

REQUESTED: ~~REGION ENGINEER~~ Bridge Engineer X	DATE 1/27/83			
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 9/29/82	PROGRAM YEAR	FUNDING

734-1011 (7-80)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Jordon Creek (Arock) Bridge

REGION: V

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	IX
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	E	GEOLOGY AND MINERALS	N	NOISE STUDY	IX
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	IV
HYDRAULIC STUDY	N	RR ENCROACHMENT	IV			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
None	None		

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED: N/A

DESIGN STANDARDS: N/A

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							N/A									

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	existing			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 1/27/83

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Jordon Creek (Arock) Bridge

REGION
V

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER 378-6551	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

[illegible]

[illegible]

B

MAI

DATE: September 9, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

1A-4

SUBJECT: Jordan Creek (Arock Road) Bridge
FAS B460
Malhuer County
BR 9996

The Jordan Creek Bridge on Arock County Road in Malheur County was constructed in 1971 under Contract 7490 using Federal Aid Secondary Funds. The design and construction engineering was by the State.

This three-span structure is experiencing spalling under the bearings at one of the interior piers. This spalling has been traced to an error during construction.

Malheur County has requested that the bridge be repaired at no expense to the County. I agree with the County. The damages being encountered should not occur in a relatively new bridge.

We propose to repair the bridge under the Rehabilitation Eligibility Rules of the federally funded Special Bridge Replacement Fund. The total estimated cost of repairs is $25,000 with the Federal share $20,000 and the local match share $5,000. The State was responsible for the construction engineering error which created the current problem. I propose that the State pay what would be normal county share of the project cost, the sum of $5,000.

Your approval is requested. This matter will be on the consent calendar at the September meeting.

WJH:jrb st

bc Fred D. Miller
R. W. Gormsen
W. J. Hart
E. S. Hunter
R. N. Bothman
W. E. Schwartz
R. D. Hector
D. H. Moehring
George Bell

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter, P.E. & P.L.S.
Assistant State Highway Engineer
Technical Services Branch

DATE September 7, 1982

MAI
9666

FROM Walter Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT Jordan Creek (Arock Road) Bridge
FAS B460
Malheur County
BR 9996

The Jordan Creek Bridge on Arock Road in Malheur County was constructed in 1971 under Contract 7490. The design and construction engineering was by the State. This three-span structure is experiencing spalling under the bearings at one of the interior piers. The spalling is caused by the long-term shortening and temperature movement of the spans. The spalling results from the omission or misplacement of reinforcing steel during construction. A field investigation has confirmed that the reinforcing steel in the piers is not in place as called for on the plans.

Malheur County has requested that the bridge be repaired at no expense to the County. I agree with the County. The damages being encountered should not occur in a relatively new bridge. We propose to repair the bridge under the Rehabilitation Eligibility Rules of the Special Bridge Replacement Fund. The total estimated cost of repairs is $25,000, with the Federal Share $20,000 and the State Share $5,000.

If you concur with the above recommendation, the proposed repair project should be placed on the agenda for consideration at the next Commission meeting.

This is the second instance in the last several years of a construction error on bridges built for Malheur County. In both instances the structures were constructed in 1971. In 1979, repairs were made at the Malheur River Bridge at Malheur Butte. The circumstances at that bridge were the same as those encountered in the Arock Bridge. The reinforcing steel in the piers were either missing or badly misplaced. The State assumed responsibility for the repairs on the Malheur Butte Bridge.

WJH:jrb

RECEIVED
TECHNICAL SERVICES
[illegible] 7 '82
REFER TO
FOR
Info
Invest
B/D
D R
Sign
Act
File

1983 N. Tigard-S. Tigard 9615
Interchange Sec., Pacific Hwy.
(gr, pav, str, sig, ill) #8

Oregon

DEPARTMENT OF
TRANSPORTATION

Office of the Director

August 12, 1991

FILE CODE:
ROW File 50345

Irving Larson
11720 SW 68th Avenue
Tigard, Oregon 97223

I am sorry I was not in the office when you were in last week, but your concerns were well explained to me by my executive assistant.

I have reviewed the Highway Division's file and find that the eminent domain action filed against you by the Highway Division was settled on August 1, 1983, and the Division took title to the property by stipulated judgment after making payment to you of $150,000. I understand that you felt additional compensation was due as a result of "condemnation blight". The Highway Division did not believe there was any validity to this claim but, as part of the settlement, you did reserve the right to bring additional action against the Division. Until such time as such action is filed, the Highway Division and the Department of Transportation must view this matter as closed.

I understand you continue to have concerns regarding the performance of the Highway Division and the Department of Justice in this matter, and I see from the file that you have raised your concerns with the Federal Highway Administration. I believe both Departments acted properly and in accord with applicable statutes. Therefore, there is no action that this office can take to help you.

ORIGINAL SIGNED BY
DONALD E. FORBES

Donald E. Forbes, P.E.
Director

bc Bill Anhorn
Duane Christensen
Steve Green
Dale Hormann

SG: sb

135 Transportation Bldg.
Salem, OR 97310
(503) 378-6388

731-0323 (4-91)

August 5, 1991

Irving Larson was in the office today at 4:00 p.m. He wanted to talk with Don Forbes about an eleven-year lawsuit we have against him and his family, he said.

When I questioned him about talking with Dale Hormann, he responded, Dale Hormann refuses to talk to me. (During the course of our lengthy conversation, he repeated several times that the reason people refuse to talk to him is because he was an auditor for the Federal Government for 20 years, and he has audited a lot of these folks, and they are still mad at him.)

His main concerns seemed to be:

1. No one has ever told him WHY we sued him. (Although he did say he had an attorney handling the case for him. But, he went on to say the case was settled and his attorney took $10,000 for his work -- but he doesn't see how it can be settled because he never agreed to settling the case.)

2. Wants someone to review the "file". Although, he went on to say that would be a lot of work. And, Hollern says we shouldn't do that! But, the Division of Audits Administrator, Bill Miles, says they will -- but, according to Irv, they are so busy. Somebody needs to audit this!

Don - Irv talked to me for over 30 minutes. I still don't have enough information to know what this is all about and have a feeling that General Files will bring in oodles of stuff if I asked for background on this. Irv seemed to have a lot of sense for a 78-year old. But things just didn't seem to add up...

I've asked Steve Green to see what he could do to make sense of all this and passed on to Steve the correspondence Irv left.

Someone needs to get back to Irv, by letter preferably. Irv mentioned that he'd like something in writing, rather than a phone call.

Karen

cc: Steve Green (Your help please, as discussed.)

J

PH. (503) 639-1497

I-5 CORRIDOR
LONG TERM LAND LEASES
IN
TIGARD'S FRIENDLY GOLDEN TRIANGLE
(I-5 HAINES RD. EXIT NO. 293)

"IRV" LARSON
REAL ESTATE
BROKER AND APPRAISER

11720 S.W. 68TH PARKWAY (AVE.)
TIGARD, OREGON 97223

MAY 16, 1991

BOB:

CONGRATULATIONS ON YOUR RETIREMENT!

PLEASE CONSIDER THIS AN "11th HOUR" REQUEST FOR AT LEAST A "PARTIAL PAYMENT" ON WASH. COUNTY CASES: #41-144, #41-145 & #41-146 PER MY PROGRESS BILLINGS DATED DEC. 31, 1986 & DEC. 7, 1988 TO MICHAEL P. HOLLERN, CHAIR. O-DOT. [Copy attached]

Reference is also made to 4/30/87 G.B. WOOD Billing in the amount of $335,220.00 for "Consulting Services" 1980 thru 1986. Doctor Wood died Sept. 8, 1990. I have not been financially able to pay his widow [Ramona] anything.

Irvin L. Larson

JUDY GREGORY

N. BOTHMA

IRVING (IRV) LARSON

11720 SW 68th Ave. Tigard, Ore., 97223
Phone: Area (503) 639-14[illegible]7

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF
PROFESSIONAL
CONSULTANTS
ASPC

Real Estate Broker and Investme
Property Management and Apprai

12-27-90
Visit MR
Larson
Bothman

Files No. 50345, 50346, 50347
Section N. Tigard - S. Tigard
Highway Pacific
FAI I-5-5(70)293
Surplus Land File 19575
Washington County Cases:
41-144, 41-145, 41-146

December 7, 1988

No Reply
Required
R.N.B

R. N. BOTHM

TO: MI
OR
13
Sa
ION

SUBJ: PR
ST
30, 1986
Y JOINT VENTURE

Referenc Billing to the Oregon
Departme cial damages to owners
of the La subject Project for the
last qua e to pay Fair Market Value, Attorneys fees, appraisers fees and substantial costs forced on us which now exceed $10,000,000.

First I want to commend you and your Director for work on the Performance Audit program during the last year or so. If there had been an adequate audit program-especially in the Right-of-Way acqusition section this billing would never have been necessary.

This letter will confirm my verbal offer of $336,600 to W. Height at public auction January 21, 1988 for File No. 19575 for 35,343 sq. ft. to be paid to Oregon Department of Transportation from the $3,791,660.00 which is my share of the $10,000,000.00 Progress Billing dated December 30, 1986.

OSHD now
asking $9.52
Sq. Ft. for the
Surplus land.
No response
from OSHD.
Re this offer
from me.
Irving Larson

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R. N. BOTHMA

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IRVING (IRV) LARSON

11720 SW 68th Ave. Tigard, Ore., 97223

Phone: Area (503) 639-14 7

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF
PROFESSIONAL
CONSULTANTS
ASPC

Real Estate Broker and Investme
Property Management and Apprai

12-27-90
Visit Mr
Larson
Bothman

Files No. 50345, 50346, 50347
Section N. Tigard - S. Tigard
Highway Pacific
FAI I-5-5(70)293
Surplus Land File 19575

Washington County Cases:
41-144, 41-145, 41-146

December 7, 1988

TO: MICHAEL I. HOLLERN, CHAIRMAN
OREGON DEPARTMENT OF TRANSPORTATION
135 Transportation Building
Salem, Oregon 97310

SUBJ: PROGRESS BILLING DATED DECEMBER 30, 1986
STATE OF OREGON V. LARSON FAMILY JOINT VENTURE

Reference is again made to my Progress Billing to the Oregon Department of Transportation for financial damages to owners of the Larson Family Joint Venture on subject Project for the last quarter century as well as failure to pay Fair Market Value, Attorneys fees, appraisers fees and substantial costs forced on us which now exceed $10,000,000.

First I want to commend you and your Director for work on the Performance Audit program during the last year or so. If there had been an adequate audit program-especially in the Right-of-Way acqusition section this billing would never have been necessary.

OSHD now
asking $9.52
Sq. Ft. for the
Surplus land.
No response
from OSHD.
Re this offer
from me.
Irving Larson

This letter will confirm my verbal offer of $336,600 to W. Height at public auction January 21, 1988 for File No. 19575 for 35,343 sq. ft. to be paid to Oregon Department of Transportation from the $3,791,660.00 which is my share of the $10,000,000.00 Progress Billing dated December 30, 1986.

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Real Estate Broker and Investments Property Management and Appraisals

copy for Bob per Irv's request

Larson left this w/ Fran to deliver personally 1-26

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RECEIVED

RECEIVED

copy for Bob per Irv's request

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Files No. 50345, 50346, 50347
Section N. Tigard - S. Tigard
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Irving L. Larson

RECEIVED
STATE HWY ENGR
JAN 3 [illegible] '89
ASSIGNED TO
D.Christensen
FOR
X

RECEIVED
DOT DIRECTOR
REFER TO
FORBES
JAN 26 1989
FOR
Info X

7

R. N. BOTHMAN

ONLY DOCUMENTED COSTS

IRVING LARSON'S OUT-OF-POCKET EXPENSES AND LOSES CAUSED BY OREGON STATE HIGHWAY DIVISION,
OREGON DEPARTMENT OF TRANSPORTATION AND OREGON ATTORNEY GENERAL OFFICE AT I-5 & HAINES ROAD EXIT #293

	MILEAGE @ IRS RATE OR LESS	TEL.	MISC.	PERDEM	INTEREST	APPRAISALS & ATTORNEY FEES	APPRECIATION LOSES ON PROPOSED CONSTRUCTION NEVER BUILT BECAUSE ODOT PLANNING LIMBO $400000.00 PER YEAR: 10 YRS.	MARSHALL VALUATION SERVICE 3000000.00 "CITY COST INDEXES"	LOST INCOME BASED ON 5% OF FMV PER YEAR AT AVERAGE $275000.00 FOR 10 YEARS	FORCED CONSULTING SERVICES BY PHD @$400.00 HR	INTEREST "CONSULTING ONLY"	CUMULATIVE TOTALS DOCUMENTED 1969 Through 1987
.10	$762.00	$440.36	$100.00	$1476.92		MONSCATA $1000.00	$4,400,000.00		$2,750,000.00	$10000.00	$1800.00	
					Sub-Totals:	$20954.88	$4420954.88		$7170954.88	$7182754.88	$7182754.88	$7,182,754.88
.00	$1910.00	$395.47	$89.76 183.71	$618.50	$3771.88	R.J. FRANK $2031.50	$400000.00		$320000.00	$20000.00	$5724.00	
Interest:	$20954.88 x 18%				Annual Sub-Totals:	$43114.82	$443114.82		$813114.82	$8388388.82	$8388388.82	$8,021,593.70
.50	$1381.40	$409.00	$770.82	$1395.00	$17532.55 11166.37	$2551.25	$400000.00		$390000.00	$30000.00	$12154.00	
Interest:	$64069.70 $62038.00 x 18%				Annual Sub-Totals:	$52017.52	$452017.52		$842017.52	$884171.52	$884171.52	$8,905,765.22
.50	$2007.00	+13.95	$644.08	1380.00	$18819.94	ATTY 9732.76 $900.00	$400000.00		$410000.00	$40000.00	$21542.00	
Interest:	$104554.67 x 18%				Annual Sub-Totals:	$65110.14	$465110.14		$875110.14	$936652.14	$936652.14	$9,842,417.36
.00	$271.40		① $2195.6		$27152.09		$400000.00		$430000.00	$30000.00	$30819.00	
INTEREST:	$150,844.97 x 18%				Annual Sub Totals:	$36068.65	$436068.65		$866068.65	$926887.65	$926,887.65	$10,769,305.01
.50	$662.13		$2.35		$32144.64		$400000.00		$450000.00	$20000.00	$39967.00	
INTEREST:	$178581.37 x 18%				Annual Sub Totals:	$39896.63	$439896.62		$889896.62	$949863.62	$949863.62	$11,719,168.63
.50	$332.01		$9.74 20.31		$37141.26		$400000.00		$470000.00	$10000.00	$46241.00	
INTEREST	$212,477.92 x 17%				Annual Sub-Totals:	$43220.51	$443,220.51		$913220.51	$969461.51	$969,461.51	$12,688,630.14
.0	$677.60 ~~660.00~~		$39.94		$41871.76		$400000.00		$490000.00		$16973.00	
INTEREST	$261,698.56 x 16%				Annual Sub-Totals	$51964.30	$451964.43		$941964.30	$958937.30	$958937.30	$13,647,567.44
INTEREST	$313,665.22 x 15%				$47049.42						$47049.42	
	$8204.14	$1628.73	$4034.56	$4870.42	$2[illegible]483.44	$16415.52	$7200000		$5760000.00	$160000.00	$175220.00	$13,694,616.86
	MILEAGE	SMALL AMT OF TEL.										$13,694616.86

① INCL. PREPARATION OF INCOME TAX IN THE AMT. OF $995.97
& RELOCATION OF DRAIN FROM BASEMENT AT
11720 S.W 68TH AVE PLUGGED BY O-DOT CONTRACTOR FLOODED BASEMENT $674.83

ONLY DOCUMENTED COSTS

IRVING LARSON'S OUT-OF-POCKET EXPENSES AND LOSES CAUSED BY OREGON STATE HIGHWAY DIVISION, OREGON DEPARTMENT OF TRANSPORTATION AND OREGON ATTORNEY GENERAL OFFICE AT I-5 & HAINES ROAD EXIT #293

	IRV LABOR @ $37.50 PER HR.	MILEAGE @ IRS RATE OR LESS	TEL.	MISC.	PER DIEM	INTEREST	APPRAISALS & ATTORNEY FEES	APPRECIATION LOSES ON PROPOSED CONSTRUCTION NEVER BUILT BECAUSE ODHD PLANNING LIMB $400000.00 PER YEAR: 10 YRS	MARSHALL VALUATION & SERVICE 3000000.00 "CITY COST INDEXES"	LOST INCOME BASED ON 5% OF FMV PER YEAR AT AVERAGE $275000.00 FOR 10 YEARS	FORCED CONSULTING SERVICES BY PHD @ $400.00 HR	INTEREST "CONSULTING ONLY"	CUMULATIVE TOTALS DOCUMENTED 1969 Through 1987
1980 Audited BY IRS	$17,175.00	$762.00	$440.36	$100.00	$1476.92		MONSCATA $1000.00	$4,400,000.00		$2,750,000.00	$10000.00	$1800.00	
					Sub-Totals:		$20954.88	$4420954.88		$7170954.88	$7182754.88	$7182754.88	$7,182,754.88
1981 Audited BY IRS	$34,125.00 1980 Interest: $20954.88 x 18%	$1910.00	$385.47	$88.76 183.21	$618.50	$3771.88	R.J. FRANK $2631.50	$400000.00		$320000.00	$20000.00	$5724.00	
					Annual Sub-Totals:		$43114.82	$443114.82		$8131114.82	$838838.82	$838838.82	$8,021,593.70
1982	$33937.50 1981 Interest: $64069.70 $62038.00 x 18%	$1381.40	$409.00	$770.82	$1395.00	$17532.55 11,166.37	$2551.25	$400000.00		$390000.00	$30000.00	$12154.00	
					Annual Sub-Totals:		$52017.52	$452017.52		$842017.52	$884171.52	$884,171.52	$8,905,765.22
1983	$31,012.50 1982 Interest: $104554.67 x 18%	$2007.00	$413.95	$644.08	1380.00	$18819.74	ATTY 9732.11 $900.00	$400000.00		$410000.00	$40000.00	$21542.00	
					Annual Sub-Totals:		$65110.14	$465110.14		$875110.14	$936652.14	$936652.14	$9842417.36
1984	$6450.00 1983 INTEREST $150,844.97 x 18%	$271.40		① $2195.16		$27152.09		$400000.00		$430000.00	$30000.00	$30819.00	
					Annual Sub Totals:		$36068.65	$436068.65		$866068.65	$926887.65	$926,887.65	$10,769,305.01
1985	$7082.50 1984 INTEREST: $178581.37 x 18%	$662.13		$2.35		$32144.64		$400000.00		$450000.00	$20000.00	$39967.00	
					Annual Sub Totals:		$39896.63	$439896.62		$889896.62	$949863.62	$949863.62	$11,719,168.63
1986	$5737.50 1985 INTEREST $213,477.92 x 17%	$332.01		$9.74 27.37		$37141.26		$400000.00		$470000.00	$10000.00	$46241.00	
					Annual Sub-Totals:		$43220.51	$443,220.51		$913220.51	$969461.51	$969,461.51	$12,688,630.14
1987	$9375.00 1986 INTEREST $261,698.50 x 16%	$677.60 ~~620.00~~		$39.94		$41871.76		$400000.00		$490000.00		$16273.00	
					Annual Sub-Totals		$51964.30	$451964.30		$941964.30	$958437.30	$958937.30	$13,647,567.44
198?	1987 INTEREST $313,665.22 x 15%		24			$47249.42						$47049.42	
Totals:	$144320.00	$8204.14	$1678.73	$4034.56	$4870.42	$217483.44	$16415.52	$7200000.00		$5760000.00	$160000.00	$175220.00 $13,694,616.86	$13,694,616.86
	IRV LABOR	MILEAGE	SMALL PART OF TEL.										

① INCL. PREPARATION OF INCOME TAX IN THE AMT. OF $995.97 & RELOCATION OF DRAIN FROM BASEMENT AT 11720 S.W 66th AVE PLUGGED BY O-DOT CONTRACTOR FLOODED BASEMENT $674.73

G. B. WOOD, PHD Economics
1100 NW DIXON Street
CORVALLIS, OREGON 97330
Phone: (503) 753-7079

APRIL 30, 1987

Summary Billing: IRVING L. LARSON
11720 SW 68th Avenue
TIGARD, OREGON 97223

Consulting Services for Development of Blocks: 7, 8, 9, 13 & 14 in area of I-5 and Exit # 293 Washington County, City of Tigard, Oregon, following delay of development by Oregon Department of Transportation:

1980 Services - 100 hours @ $100.00 hr		$10,000
1981 Services - 200 hours @ $100.00 hr		20,000
1980 Interest	$10,000 @ 18%	1,800
	Sub-Total	$31,800
1982 Services - 300 hours @ $100.00 hr		30,000
1981 Interest	$31,800 @ 18%	5,724
	Sub-Total	$67,524
1983 Services - 400 hours @ $100.00 hr		40,000
1982 Interest	$67,524 @ 18%	12,154
	Sub-Total	$119,678
1984 Services - 300 hours @ $100.00 hr		30,000
1983 Interest	$119,678 @ 18%	21,542
	Sub-Total	$171,220
1985 Services - 200 hours @ $100.00 hr		20,000
1984 Interest	$171,220 @ 18%	30,819
	Sub-Total	$222,039
1986 Services -100 hours @ $100.00 hr		10,000
1985 Interest	$222,039 @ 18%	39,967
	Sub-Total	$272,006
1986 Interest	$272,006 @ 17%	46,241
	Sub-Total	$318,247
1987 Interest	$318,247 (Jan. thru April) @ 16 % per yr. equals 5.333% x $318,247	16,973
	Sub-Total	$335,220

[illegible] Total in excess: $500,000 [illegible]

[illegible]

IRVING (IRV) LARSON
11720 SW 68th Ave. **Tigard, Ore., 97223**
Phone: Area (503) 639-1497

Consultant for the Minimization of Red Tape in Government

a member of AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS ASPC

Real Estate Broker and Investments Property Management and Appraisals

c

June 5, 1989

Files No. 50345, 50346, 50347
Section N. Tigard - S. Tigard
Highway Pacific
FAP I-5-5(70)293
Surplus Land File 19575

Washington County Cases:
41-144, 41-145, 41-146

I urgently request that you order an audit of my claim by the Secretary of State audit division. I will be glad to work with any State or Federal agency to recover"over payments" made for worthless appraisals, appraisal reviews done by either fee or staff appraisers as well as testify and furnish documentation of criminal acts taken against me and my family by State employees and contractor employees such as plugging drain to my home which flooded the basement and would have caused serious damage had I not taken prompt action to relocate drains.

Irving L Larson

This ~~goo~~ is the 2nd page
to the attached letter
he ~~g~~ brought in ~~a~~ Dec.

6-5-89

NEIL GOLDSCHMIDT
GOVERNOR

Oregon Transportation Commission

PO BOX 6119, BEND, OREGON 97708

January 22, 1990

In Reply Refer to
File No.:
LEG

Irving Larson
11720 SW 68th Avenue
Tigard, OR 97223

Request for Claim Audit

Dear Mr. Larson:

I have reviewed your request for an audit of your claim.

An audit would not be an appropriate use of state funds in this case. The actions of the Department of Transportation have been reviewed by the Department's legal counsel and found to be proper. The settlement reached between you and our legal counsel concluded the condemnation litigation. It is the Department's position that no additional compensation is owed to you.

Please direct all future inquiries to the Department's legal counsel, Assistant Attorney General Cynthia Carter, at 378-4620.

Sincerely,

Michael P. Hollern
Chairman

bc Robert N. Bothman

bcc Judy Gregory
Don Forbes
Cynthia Carter
Don Adams

MPH:CAC:aml:rw

9-26-89

Mike,

Irv Larson stopped by my office several weeks before the John Day meeting. He wanted to make an appointment to see you when you were in Salem again. I told him the next meeting would be in John Day.

He said that was too far for him to travel. He did leave the attached letter which he wanted me to hand to you personally. He is concerned that he wrote this letter back in December and he has not had a reply to it. He thought that maybe you had not received it.

I am sending it for whatever action you wish to take!!!

Fran Neavoll

cc Bob Bothman

Gary —
Discuss — You need
to handle for Mike
Bob

See note in
file by Bob
[illegible]
[illegible] may
[illegible]
at time
[illegible]

REFER TO
Potter

SEP 27 1989

FOR

Info	Invest	R/D	Reply Direct	Sign	Act	File

9615

M.

9-26-89

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Fran Neavoll

cc Bob Bothman

Gary — Discuss — You need to handle for Mike
Bob

RECEIVED
DOT DIRECTOR
REFER TO
POTTER
SEP 27 1989
FOR

Info	Invest	R/O	Reply Direct	Sign	Act	File

jc cc: OSHD (D. Forbes)

T

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 12	COUNTY Multnomah and Clackamas	DIVISION Oregon
DATE OF REPORT 4/3/89	REPORT MADE BY Ed Fischer, Assistant Area Engineer		PROJECT NO. I-5-5(73)293

COMPLETION DATE (Actual) 6/30/86	ACCEPTANCE DATE BY CONRTACT AGENCY 6/23/88	TIME ELAPSED 1074 C.D. %	CONTRACT TIME 930 C.D. Extended to 1074 C.D.

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NORTH TIGARD - SOUTH TIGARD INTERCHANGES
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing & Illumination

This project provided for the addition of a third lane in both the north and south direction within the subject termini of Interstate 5. Construction work included: 3 bridges, 3 retaining walls, roadbed grading, treated base, Portland cement concrete (PCC) and asphalt concrete pavements, landscape, installation of signs, illumination and traffic signals.

The contract work was awarded to Donald M. Drake Company on April 7, 1982. Work started May 10, 1983 and was completed June 30, 1986. The original contract time was increased from 930 calendar days (CD) to 1074 CD due to bad weather conditions in '83, additional work, and a July 4th weekend shutdown.

The final project cost exceeded the original authorization by approximately 6.3%. There were numerous Price Agreements, force accounts and state force orders on this project. The final cost report lists 39 Price Agreements, 31 force account orders, 15 state force orders and 22 miscellaneous contract adjustments. Claim settlements totalling $49,600 are included in the Price Agreements. The report on overruns and underruns prepared by OSHD on this project is 26 pages long and is attached to the Division office copy of this report.

A final inspection was performed on 4/30/87.

- ELF -

RECEIVED
STATE HWY ENGR
APR - 7 '89
ASSIGNED TO
Husby

cy
4-13

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Edward L. Fischer		SIGNATURE	
TITLE Assistant Area Engineer	DATE 4/3/89	TITLE District Engineer	DATE 4/6/89

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9615 I

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-12		3-2-89	State Oregon
PROJECT REPORT NUMBER			County Clackamas, Washington, & Multnomah
MODIFICATION NUMBER			Project Number I-5-5(73)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,833,566.00	$ 15,433,679.00
Federal funds	$ 14,601,709.00	$ 14,228,538.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2ND day of MAR, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXXFOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 28, 1989

Federal-aid Project No. I-5-5(73)

N. Tigard Interchange-S. Tigard Interchange
Pacific Highway
Clackamas, Washington, and Multnomah Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (Sta. 372+60 thru Eq. Sta. 418+16.43 Bk. = 22+71 Ah. to 67+50)

Subtotal from previous estimate of June 8, 1987	$ 9,674,653.11
Decrease in Construction Costs	(404,653.00)
Subtotal	$ 9,270,000.11
Engineering	1,341,930.89
Total	$10,611,931.00

Structures
Bridge No. 7726A (Haines Rd. Sta. 39+25)
Bridge No. 7758C (Barbur Blvd. Mainline Sta. 407+50)
Bridge No. 7758D ("A" Line, Mainline Sta. 409+75)
Bridge No. 16366 (Retaining Wall)

Alternate "B"
Bridge No. 16460 (Retaining Wall)
Bridge No. 16367 (Retaining Wall)

Total as on estimate of January 10, 1986	$ 4,500,156.00

Type Code Y031
Signals (2 Locations)

Total from previous estimate of June 8, 1987	$ 275,616.00

Reserve Used

S.F.O. #3, S.F.O. #6, S.F.O. #7	$ 41,210.00

Nonparticipating Items

Total from previous estimate of June 8, 1987	$ 4,766.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$ 10,611,931.00	$ 9,786,322.00	$ 825,609.00
Structures (Alt. "B")	4,500,156.00	4,150,043.00	350,113.00
Signals	275,616.00	254,173.00	21,443.00
Reserve Used	41,210.00	38,000.00	3,210.00
Nonparticipating Items	4,766.00	-----	4,766.00
Total	$ 15,433,679.00	$ 14,228,538.00	$ 1,205,141.00

Appn Code 042
Sub. Job 010 = 0%; Sub. Job 011 = 97%; Sub. Job 081 = 3%
Contract No. 9615
Prefix: C09615

DCN:bkw

9615

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-154	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas, Multnomah, & Washington
MODIFICATION NUMBER 3	[illegible]	Project Number I-5-5(73)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,508,256	$ 15,833,566
Federal funds	$ 14,301,708	$ 14,601,709
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of JUN, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 8, 1987

Federal-Aid Project No. I-5-5(73)293

N. Tigard Interchange-S. Tigard Interchange
Pacific Highway
Clackamas, Multnomah & Washington Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (Sta. 372+60 thru EQ. Sta. 418+16.43 Bk = 22+71 AH. to 67+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	Sq. Ft.	$11.20	1,125	$ 12,600.00	2,712.5	$ 30,380.00
Moving Temporary Concrete Barriers	Lin. Ft.	1.56	20,375	31,785.00	27,325	42,627.00
Flagmen	Hour	20.80	4,500	93,600.00	11,375.48	236,610.00
Furnish and Placing Topsoil	Cu. Yd.	8.00	2,700	21,600.00	8,240.88	65,927.00
1"-0 Aggregate Base	Ton	6.57	3,100	20,367.00	19,743.99	129,718.00
				$179,952.00		$505,262.00

Subtotal of Previous Estimate of January 10, 1986	$10,691,274.00
Total Increase	325,310.00
Total	$11,016,584.00

Structures
Bridge No. 7726A (Haines Rd. Sta. 39+25)
Bridge No. 7758C (Barbur Blvd. Mainline Sta. 407+50)
Bridge No. 7758D ("A" Line, Mainline Sta. 409+75)
Bridge No. 16366 (Retaining Wall)

Alternate "B"
Bridge No. 16460 (Retaining Wall)
Bridge No. 16367 (Retaining Wall)

Total as on Estimate of January 10, 1986	$ 4,500,156.00

Type Code Y031
Signals (2 locations)

Total as on Estimate of January 10, 1986	$ 275,616.00

Work Retained in Program Status

Reserve - Total as on Estimate of January 10, 1986	$ 41,210.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	042	$11,016,584.00	$10,159,493.00	$ 857,091.00
Structures (Alt. "B")	042	4,500,156.00	4,150,043.00	350,113.00
Signal	042	275,616.00	254,173.00	21,443.00
Reserve	042	41,210.00	38,000.00	3,210.00
TOTAL		$15,833,566.00	$14,601,709.00	$1,231,857.00

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$3,500.00
Single Mailbox Supports	All Required	1,266.00

Sub-Job 010 = 0%; Sub-Job 011 = 98%; Sub-Job 080 = 2%
Contract No. 9615
Prefix: C634-9615
Prefix: C09615

DDB:me

9675

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 1-153		County CLACKAMAS, MULTNOMAH, WASHINGTON
PROJECT REPORT NUMBER		Project Number I-5-5(73)293
MODIFICATION NUMBER 2		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-31-86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,105,116	$ 15,508,256
Federal funds	$ 13,929,933	$ 14,301,708
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 10, 1986

FEDERAL AID PROJECT NO. I-5-5(73)293

NORTH TIGARD INTCHGE.-SOUTH TIGARD INTCHGE.
PACIFIC HIGHWAY
CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 7224
ROADWAY (Sta. 372+60 thru EQ. Sta. 418+16.43 BK = 22+71 AH to 67+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Concrete Barrier Reflec.	$ 9.34	14,850	$ 138,699.00	16,600	$ 155,044.00
Moving Temporary Concrete Barrier	1.56	20,375	31,785.00	27,212	42,450.72
Flagmen	20.80	8,000	166,400.00	10,481	218,004.80
Furnishing and Placing Topsoil	8.00	2,700	21,600.00	5,639	45,112.00
1"-0 Aggregate Base	6.57	19,352.60	127,146.59	21,409	140,657.00
Class "B" Asphalt Conc. Mixture	17.27	31,500	544,005.00	43,601	752,989.27
Asphalt Cement in Mixture	165.00	2,180	359,700.00	2,547	420,255.00
12-inch Sewer Pipe	1.53	15,734	240,730.20	16,908	258,692.40
SUBTOTAL			$1,630,065.79		$2,033,205.19

Increase	$ 403,139.40
SUBTOTAL from Estimate of September 10, 1985	8,946,203.71
Subtotal	$ 9,349,343.11
Engineering	1,341,930.89
Total	$10,691,274.00

STRUCTURES

Bridge No. 7726A (Haines Rd. Sta. 39+25)
Bridge No. 7758C (Barbar Blvd. Main Line Sta. 407+50)
Bridge No. 7758D ("A" Line, Main Line Sta. 409+75)
Bridge No. 16366 (Retaining Wall)

ALTERNATE "B"

Bridge No. 16460 (Retaining Wall)
Bridge No. 16367 (Retaining Wall)

Total as on estimate of May 26, 1983	$ 4,500,156.00

TYPE CODE Y031
SIGNALS (2 LOCATIONS)

Total as on estimate of May 26, 1983	$ 275,616.00

WORK RETAINED IN PROGRAM STATUS

Reserve - total as on estimate of May 26, 1983	$ 41,210.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,691,274.00	$ 9,859,492.00	$ 831,782.00
Structures (Alt. "B")	4,500,156.00	4,150,043.00	350,113.00
Signal	275,616.00	254,173.00	21,443.00
Reserve	41,210.00	38,000.00	3,210.00
TOTAL	$15,508,256.00	$14,301,708.00	$1,206,548.00

NONPARTICIPATING-STATE WORK

State Responsibility for Damages		All Required	$3,500.00
Single Mailbox Supports	10 Each	126.30	1,266.00

Appn Code 042
Group 1: 98%; Group 8: 2%
Contract No. 9615
Prefix: 634-9615
Prefix: C09615

RLC:pf

9615

N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9 106		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas, Mult. & Wash.
MODIFICATION NUMBER 1	9-19-85	Project Number I-5-5(73)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,576,376	$ 15,105,116
Federal funds	$ 13,442,329	$ 13,929,933
Other revisions		

This modification is made for the following reasons: to include increase construction and engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of SEP, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX~~By~~ For: L.W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

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Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

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OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 10, 1985

FEDERAL AID PROJECT NO. I-5-5(73)293

NORTH TIGARD INTCHGE.-SOUTH TIGARD INTCHGE.
PACIFIC HIGHWAY
CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 7224
ROADWAY (STA. 372+60 thru EQ. STA. 418+16.43 BK = 22+71 AH to 67+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 11.20	1,125	$12,600.00	2,411.60	$27,009.92
Flagmen	20.80	4,500	93,600.00	8,000.00	166,400.00
Ditch Excavation	10.00	1,050	10,500.00	1,807.05	18,070.50
1"-0 Aggregate Base	6.57	3,100	20,367.00	19,352.60	127,146.59
12-inch Sewer Pipe	15.30	15,240	233,172.00	15,734.00	240,730.20
18-inch Sewer Pipe	23.60	2,960	69,856.00	3,136.00	74,009.60
21-inch Sewer Pipe	24.00	766	18,384.00	1,239.00	29,736.00
Extra for Pipe Under Pavement	25.00	268	6,700.00	2,130.50	53,262.50
			$465,179.00		$736,365.30

Increase	$ 271,186.31
Subtotal from Estimate of May 23, 1983	8,675,017.41
Subtotal	$8,946,203.71
Engineering	1,341,930.29
Total	$10,288,134.00

STRUCTURES

Bridge No. 7726A (Haines Rd. Sta. 39+25)
Bridge No. 7758C (Barbar Blvd. Main Line Sta. 407+50)
Bridge No. 7758D ("A" Line, Main Line Sta. 409+75)
Bridge No. 16366 (Retaining Wall)

ALTERNATE "B"

Bridge No. 16460 (Retaining Wall)
Bridge No. 16367 (Retaining Wall)

Total as on estimate of May 26, 1983	$ 4,500,156.00

TYPE CODE Y031
SIGNALS (2 LOCATIONS)

Total as on estimate of May 26, 1983	$ 275,616.00

WORK RETAINED IN PROGRAM STATUS

Reserve - total as on estimate of May 26, 1983	$ 41,210.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,288,134.00	$ 9,487,717.00	$ 800,417.00
Structues (Alt. "B")	4,500,156.00	4,150,043.00	350,113.00
Signal	275,616.00	254,173.00	21,443.00
Reserve	41,210.00	38,000.00	3,210.00
TOTAL	$15,105,116.00	$ 13,929,933.00	$1,175,183.00

NONPARTICIPATING-STATE WORK

State Responsibility for Damages	All Required		$ 3,500.00
Single Mailbox Supports	10 Each	126.30	1,266.00

Group 1 98%; Group 8 2%
Contract No. 9615
Prefix: 634-9615
Prefix: C09615

RLC:bkb

STATE COPY OMB No. 04-R2089 1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-74	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Mult., Clack., & Wash. Project No. I-5-5(73)293

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.5 mi. S. of Mult. Co. Line, N. 1.7 mi.,
"N. Tigard Intchge.-S. Tigard Intchge. Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-23-83	1.714
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,576,376.00	$ 13,442,329.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 3 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 26, 1983

Federal-Aid No. I-5-5(73)293

North Tigard Interchange - South Tigard Interchange
Pacific Highway
Clackamas, Multnomah and Washington Counties

PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (Sta. 372+60 thru eq. Sta. 418+16.43 Bk = Sta. 22+71 An to Sta. 67+50)

Furnishing Field Laboratory	1	Each	2,000.00	2,000.00
Mobilization	(67%)	All Required		727,814.97
Temporary Protection and Direction of Traffic	(67%)	All Required		30,464.90
Temporary Signs	127	Sq.Ft.	11.20	12,600.00
Temporary Barricades	70	Each	95.00	6,650.00
Temporary Guard Rail, Type 2 Reflectorized	750	Lin.Ft.	8.70	6,525.00
Temporary Concrete Barriers, Reflectorized	14,850	Lin.Ft.	9.34	138,699.00
Moving Temporary Concrete Barriers	20,375	Lin.Ft.	1.56	31,785.00
Temporary Plastic Safety Markers	310	Each	35.00	10,850.00
Oversize Advance Construction Signs	2	Each	5,600.00	11,200.00
Sequential Arrow Signs	4	Each	4,250.00	17,000.00
Temporary Illumination		All Required		82,383.00
Flagmen	4,500	Hour	20.80	93,600.00
Straw Bale Sediment Barrier	2,000	Lin.Ft.	4.55	9,100.00
Temporary Sediment Fence	2,000	Lin.Ft.	5.00	10,000.00
Temporary Slope Drains	1,000	Lin.Ft.	17.00	17,000.00
Sediment Basins	30	Each	143.00	4,290.00
Clearing and Grubbing		All Required		55,000.00
Removal Of Structures and Obstructions		All Required		10,000.00
Ditch Excavation	1,050	Cu.Yd.	10.00	10,500.00
General Excavation	263,200	Cu.Yd.	4.48	1,179,136.00
Trench Excavation	19,050	Cu.Yd.	5.70	108,585.00
Finishing Roadbed and Slopes		All Required		10,000.00
Furnishing And Placing Topsoil	2,700	Cu.Yd.	8.00	21,600.00
Watering	1,370	M-Gal.	1.00	1,370.00
1"-0 Aggregate Base	3,100	Ton	6.57	20,367.00
Treated Base Mixture	110,800	Ton	7.58	839,864.00
Cement In Treated Base Mixture	5,810	Ton	61.80	359,058.00
Class "B" Asphalt Concrete Mixture	31,500	Ton	17.27	544,005.00
Asphalt Cement in Mixture	2,180	Ton	165.00	359,700.00
Asphalt In Tack Coat	40	Ton	393.00	15,720.00
Membrane Waterproofing	1,254	Sq.Yd.	8.70	10,909.80
Continuously Reinforced Concrete Pavement	80,100	Sq.Yd.	18.83	1,508,283.00
Reinforced Concrete Pavement	260	Sq.Yd.	23.00	5,980.00
Pavement Terminal Anchors	48	Lin.Ft.	200.00	9,600.00
Terminal Expansion Joints	24	Lin.Ft.	150.00	3,600.00

Concrete in Walls	170	Cu. Yd.	433.20	73,644.00
Reinforcement in Walls	7,000	Lb.	0.395	2,765.00
18-inch Culvert Pipe	60	Lin.Ft.	60.00	3,600.00
30-inch Culvert Pipe	184	Lin.Ft.	80.00	14,720.00
10-inch Sewer Pipe	308	Lin.Ft.	11.00	3,388.00
12-inch Sewer Pipe	15,240	Lin.Ft.	15.30	233,172.00
15-inch Sewer Pipe	2,440	Lin.Ft.	18.50	45,140.00
18-inch Sewer Pipe	2,960	Lin.Ft.	23.60	69,856.00
21-inch Sewer Pipe	766	Lin.Ft.	24.00	18,384.00
24-inch Sewer Pipe	1,326	Lin.Ft.	26.50	35,139.00
Extra For Pipe Under Pavement	268	Lin.Ft.	25.00	6,700.00
Portland Cement Concrete in Sewers	3	Cu.Yd.	500.00	1,500.00
Bedding Material	6	Cu.Yd.	25.00	150.00
Concrete Manholes, 10 Feet Or Less Deep	39	Each	1,100.00	42,900.00
Concrete Manholes, Over 10 Feet Deep	5	Each	1,750.00	8,750.00
Special Manholes	1	Each	2,500.00	2,500.00
Concrete Slope Protectors	2	Each	500.00	1,000.00
Concrete Inlets, Type G-2	121	Each	400.00	48,400.00
Concrete Inlets, Type G-2M	4	Each	750.00	3,000.00
Concrete Inlets, Type G-2MA	1	Each	600.00	600.00
Concrete Inlets, Type D	5	Each	500.00	2,500.00
Concrete Inlets, Type P	43	Each	300.00	12,900.00
Concrete Inlets, Type M-E	4	Each	1,500.00	6,000.00
Concrete Inlets, Type M-E Special	1	Each	1,500.00	1,500.00
Concrete Inlets, Type M-O	1	Each	1,500.00	1,500.00
3-inch Drain Pipe	27,125	Lin.Ft.	0.50	13,562.50
4-inch Drain Pipe	11,000	Lin.Ft.	0.46	5,060.00
6-inch Drain Pipe	800	Lin.Ft.	0.90	720.00
Filter Fabric	59,200	Sq.Yd.	0.93	55,056.00
Gravel In Drains	7,670	Cu.Yd.	15.60	119,652.00
Guard Rail, Type 1	363	Lin.Ft.	10.00	3,630.00
Guard Rail, Type 2A	1,663	Lin.Ft.	10.00	16,630.00
Guard Rail, Type 3	75	Lin.Ft.	22.00	1,650.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type B	12	Each	40.00	480.00
Rail End Pieces, Type C	4	Each	75.00	300.00
Rail End Pieces, Terminal Connector	3	Each	115.00	345.00
CL-6R Chain Link Fence	10,765	Lin.Ft.	4.80	51,672.00
CL-6R Chain Link Fence with Pickets	850	Lin.Ft.	9.00	7,650.00
CL-4R Chain Link Fence	165	Lin.Ft.	7.00	1,155.00
16'x72" Chain Link Double Gates	2	Each	350.00	700.00
Concrete Walks	1,100	Sq.Yd.	9.90	10,890.00
Concrete Driveways	700	Sq.Yd.	12.00	8,400.00
4-inch Concrete Surfacing	460	Sq.Yd.	9.90	4,554.00
Concrete Curbs, Type B-1 Modified	24,150	Lin.Ft.	2.70	65,205.00
Concrete Curbs, Type C	13,100	Lin.Ft.	2.90	37,990.00
Concrete Curbs, Type G	165	Lin.Ft.	3.60	594.00
Concrete Curbs, Type G-1 Modified	900	Lin.Ft.	2.85	2,565.00
Extra for Asphalt Approaches	24	Each	172.00	4,128.00
Concrete Barrier, Standard	25,563	Lin.Ft.	7.48	191,211.24
Concrete Barrier, Nonstandard	1,280	Lin.Ft.	89.175	114,144.00
Paved Culvert End Slopes	372	Sq.Ft.	3.00	1,116.00
Loose Riprap, Class 700	500	Cu.Yd.	11.00	5,500.00

Delineators, Type 2	100	Each	17.50	1,750.00
Delineators, Type 3	85	Each	21.60	1,836.00
Delineators, Type 4	15	Each	27.00	405.00
Salvage And Reinstall Fence		All Required		50.00
Adjusting Manholes	1	Each	200.00	200.00
Reconstructing Concrete Manholes	1	Each	1,000.00	1,000.00
Adjusting Inlets	14	Each	200.00	2,800.00
Capping Inlets	2	Each	200.00	400.00
24-inch Plastic Glare Shield Blades	1,222	Each	14.00	17,108.00
Reflectors	490	Each	4.20	2,058.00
Roadside Seeding and Mulching	17	Acre	475.00	8,075.00
Furnishing And Planting Conifer Trees	375	Each	45.00	16,875.00
Furnishing And Planting Deciduous Trees	10	Each	30.00	300.00
Furnishing And Planting Shrubs	12,810	Each	6.00	76,860.00
Soil Conditioner	2,030	Cu.Yds.	13.00	26,390.00
Bark Mulch	283	Units	100.00	28,300.00
Removal of Existing Sign Installations		All Required		6,800.00
Wood Sign Posts		All Required		10,500.00
Sign Support Footings		All Required		75,800.00
Breakaway Sign Posts		All Required		3,200.00
Single Post Breakaway Sign Supports		All Required		3,700.00
Single Post Slip Base Sign Supports		All Required		11,600.00
Joint Use Pole Supports		All Required		1,400.00
Double Sign Support		All Required		1,300.00
Sign Bridge, Sta. "L" 397+50		All Required		63,800.00
Sign Bridge, Sta. "A" 414+70		All Required		30,900.00
Sign Bridge, Sta. "L" 33+75 Lt.		All Required		40,100.00
Sign Bridge, Sta. "L" 58+50 Lt.		All Required		36,300.00
Modify Existing Sign Bridge and Cantilevers		All Required		4,100.00
Cantilever Sign Structure, Sta. "BB" 191+60 Rt.		All Required		7,000.00
Cantilever Sign Strucutre, Sta. "BB" 197+30 Lt.		All Required		9,400.00
Cantilever Sign Structure, Sta. "BB" 201+75 Lt.		All Required		8,900.00
Cantilever Sign Structure, Sta. "T" 417+15 Lt.		All Required		11,400.00
Cantilever Sign Structure, Sta. "L" 28+85 Rt.		All Required		8,500.00
Cantilever Sign Structure, Sta. "L" 46+00 Lt.		All Required		12,600.00
Structure Mounts		All Required		11,600.00
Exit Number Sign Supports		All Required		1,200.00
Type "A" and "B" Signs in Place	2,710	Sq. Ft.	18.75	50,812.50
Type "C", "D" and "R" Signs in Place	910	Sq. Ft.	9.75	8,872.50
Type "EE" Signs in Place	190	Sq. Ft.	12.50	2,375.00
Type "F", "G" and "M" Signs in Place	120	Sq. Ft.	12.50	1,500.00
Type "I" Signs in Place	50	Sq. Ft.	12.00	600.00
Move and Modify Existing Signs		All Required		8,000.00
Sign Illumination Equipment		All Required		23,032.00
Mono-directional Crystal Type 1 Markers	1,150	Each	2.70	3,105.00
White Type II Markers	4,600	Each	1.80	8,280.00
Removal of Existing Illumination		All Required		18,478.00
Pole Foundations		All Required		43,061.00
Roadway Lighting Poles and Bracket Arms		All Required		122,112.00
Luminaires and Ballasts		All Required		29,152.00
Switching Conduit Wiring Lamps, Etc.		All Required		136,573.00
				$ 8,651,167.4

Anticipated Items

Permanent Pavement Striping		All Required		$ 6,000.00
Temporary Pavement Striping		All Required		7,800.00
Remove Pavement Striping (Existing & Temporary)		All Required		1,200.00
Temporary Erosion Control		All Required		10,000.00
On-the-job Trainees (10-10,000 hrs. @ $0.80)		All Required		8,000.00
Credit for Rail Members, Posts & Handrails		All Required		(9,150.00)
				$ 23,850.00
		Subtotal		$ 8,675,017.41
		Engineering		$ 1,084,376.59
		Total		$ 9,759,394.00

Structures

Mobilization	(32 %)	All Required		$ 347,613.12
Temporary Protection and Direction of Traffic	(32 %)	All Required		14,550.40
		Subtotal		$ 362,163.52

Bridge #7726A (Haines Rd. Sta. 39+25)

Bridge Removal Work		All Required		$ 37,500.00
Shoring, Cribbing, Etc.		All Required		12,058.00
Structure Excavation	580	Cu.Yd.	15.00	8,700.00
Structure Excavation Below Elevations Shown	50	Cu.Yd.	15.00	750.00
Special Wall Backfill	180	Cu.Yd.	21.50	3,870.00
Furnish Pile Driving Equipment		All Required		12,000.00
Furnish HP 10x42 Steel Piling	418	Lin.Ft.	13.00	5,434.00
Drive Steel Piles	418	Lin.Ft.	3.00	1,254.00
Structural Concrete, Class 3300 (680 Cu. Yd. @ $240.00)		All Required		168,346.00
4'x55'/60' Prestressed Box Beams	15	Each	4,000.00	60,000.00
4'x85'/90' Prestressed Box Beams	15	Each	6,700.00	100,500.00
4'x90'/95' Prestressed Box Beams	15	Each	7,000.00	105,000.00
Reinforcement (104,000 lbs. @ $0.48)		All Required		38,370.00
Reinforced Concrete Bridge End Panels	284	Sq.Yd.	64.12	18,210.08
Three Tube Steel Railing	530	Lin.Ft.	33.95	17,993.50
Concrete Slope Paving	730	Sq.Yd.	55.00	40,150.00
Slope Paving Curbs	200	Lin.Ft.	25.40	5,080.00
1-inch Electrical Conduit	290	Lin.Ft.	3.40	986.00
1 1/2-inch Electrical Conduit	160	Lin.Ft.	6.36	1,017.60
2-inch Electrical Conduit	280	Lin.Ft.	5.77	1,615.60
				$ 638,834.78

Bridge #7758C (Barbur Blvd. Main Line Sta. 407+50)

Bridge Removal Work		All Required		$ 125,000.00
Shoring, Cribbing, Etc.		All Required		14,760.00
Structure Excavation	5,200	Cu.Yd.	10.76	55,952.00
Structure Excavation Below Elevations Shown	500	Cu.Yd.	10.76	5,380.00
Special Wall Backfill	1,800	Cu.Yd.	18.36	33,048.00

Structural Concrete, Class 3300 (2480 C.Y. @ $210)		All Required		627,424.00
Structural Concrete, Class 4500 (960 C.Y. @ $255)		All Required		404,464.00
Structural Concrete, Class 5000 (16,500 C.Y. @ $245)		All Required		46,448.00
Expansion Joint, Type 400	245	Lin.Ft.	125.60	30,772.00
80'/85' Prestressed Beams	1	Each	5,000.00	5,000.00
85'/90' Prestressed Beams	2	Each	5,100.00	10,200.00
90'/95' Prestressed Beams	2	Each	5,500.00	11,000.00
95'/100' Prestressed Beams	2	Each	5,900.00	11,800.00
100'/105' Prestressed Beams	2	Each	6,200.00	12,400.00
105'/110' Prestressed Beams	2	Each	6,800.00	13,600.00
110'/115' Prestressed Beams	9	Each	7,000.00	63,000.00
115'/120' Prestressed Beams	7	Each	7,400.00	51,800.00
135'/140' Prestressed Beams	13	Each	9,200.00	119,600.00
Reinforcement (462,000 lbs. @ $0.45)		All Required		166,934.00
Coated Reinforcement (124,000 lbs. @ $0.45)		All Required		61,050.00
Reinforced Concrete Bridge End Panels	560	Sq.Yd.	81.90	45,864.00
Two Tube Steel Railing	1,218	Lin.Ft.	28.95	35,261.10
Pedestrian Handrail	566	Lin.Ft.	38.50	21,791.00
Concrete Slope Paving	270	Sq.Yd.	55.00	14,850.00
Slope Paving Curbs	70	Lin.Ft.	25.00	1,750.00
3/4-inch Electrical Conduit	330	Lin.Ft.	5.13	1,692.00
1-inch Electrical Conduit	740	Lin.Ft.	3.81	2,819.40
1 1/2-inch Electrical Conduit	1,380	Lin.Ft.	4.91	6,775.80
2 1/2-inch Electrical Conduit	580	Lin.Ft.	8.07	4,680.60
				$ 2,005,116.80

Bridge #7758D ("A" Line, Main Line Sta. 409+75)

Bridge Removal Work		All Required		$ 37,500.00
Shoring, Cribbing, Etc.		All Required		11,820.00
Structure Excavation	1,500	Cu.Yd.	12.62	18,930.00
Structure Excavation Below Elevations Shown	100	Cu.Yd.	12.62	1,262.00
Special Wall Backfill	620	Cu.Yd.	10.00	6,200.00
Structural Concrete, Class 3300 (755 C.Y. @ $210)		All Required		196,688.00
Structural Concrete, Class 4500 (280 C.Y. @ $225)		All Required		110,409.00
Expansion Joint, Type 300	120	Lin.Ft.	126.00	15,120.00
Reinforcement (134,600 Lbs. @ $0.45)		All Required		46,136.00
Coated Reinforcement (39,200 lbs. @ $0.65)		All Required		19,200.00
Reinforced Concrete Bridge End Panels	285	Sq.Yd.	62.62	17,846.70
Structural Steel (351,800 lbs. @ $1.10)		All Required		207,046.00
Bearing Devices, Bent 1	4	Each	660.00	2,640.00
Bearing Devices, Bent 2	4	Each	860.00	3,440.00
Bearing Devices, Bent 3	4	Each	600.00	2,400.00
Concrete Slope Paving	207	Sq.Yd.	55.00	11,385.00
Slope Paving Curbs	100	Lin.Ft.	25.40	2,540.00
1-inch Electrical Conduit	150	Lin.Ft.	2.62	393.00
				$ 710,955.70

Bridge No. 16366 (Retaining Wall)

Alternate "B"

Wall Excavation	270	Cu.Yd.	7.00	$ 1,890.00
Precast Concrete Panels	24,430	Sq.Ft.	7.35	179,560.50
Precast Concrete Pilasters	2,790	Lin.Ft.	15.10	42,129.00
Pilaster Footings	950	Lin.Ft.	11.85	11,257.50
				$ 234,837.00

Bridge No. 16460 (Retaining Wall)

Wall Excavation	50	Cu.Yd.	13.78	$ 689.00
8-inch Concrete Block Walls	1,430	Sq.Ft.	5.369	7,677.67
Block Wall Footings	400	Sq.Ft.	6.18	2,472.00
				$ 10,838.67

Bridge No. 16367 (Retaining Wall)

Structure Excavation	330	Cu.Yd.	13.15	$ 4,339.50
Concrete In Retaining Walls	75	Cu.Yd.	356.44	26,733.00
Reinforcement In Retaining Walls	5,800	Lb.	0.40	2,320.00
				$ 33,392.50
	(Structures "Alt. B") Subtotal			$ 3,996,138.97

Anticipated Items

On-the-job Trainees (5-5,000 hr. @ $0.80)	All Required	$ 4,000.00
	Subtotal	$ 4,000,138.97
	Engineering	500,017.03
	Total	$ 4,500,156.00

Type Code Y031

Signals (2-Locations)

Mobilization	(1 %)	All Required	$ 10,862.91
Temporary Protection and Direction of Traffic	(1 %)	All Required	454.70
Traffic Signal Installation, Complete		All Required	173,470.00
Fire Pre-emption System, Complete		All Required	5,875.00
			$ 190,662.61

Anticipated Items

Revise Existing Signal Equipment	All Required	$ 50,000.00
Signal Controller Testing	All Required	1,330.00
Signal Program and Turn-On	All Required	3,000.00
		$ 54,330.00
	Subtotal	$ 244,992.61
	Engineering	30,623.39
	Total	$ 275,616.00

Length of Roadway	1.714 mi.
Cost of Roadway Per Mi.	$ 5,693,928.82

Work Retained in Program Status

Work by Portland Bureau of Water Works	All Required	$ 10,000.00
Work by City of Portland (Sewer)	All Required	15,000.00
Work by Portland General Electric	All Required	2,500.00
Work by General Telephone Company	All Required	12,500.00
State Furnished 4-inch Drain Pipe	All Required	1,210.00
		$ 41,210.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 9,759,394.00	$ 9,000.113.00	$ 759,281.00
Structures (Alt. "B")	4,500,156.00	4,150,043.00	350,113.00
Signal	275,616.00	254,173.00	21,443.00
Reserve	41,210.00	38,000.00	3,210.00
Total	$ 14,576,376.00	$ 13,442,329.00	$ 1,134,047.00

Group 1 98%; Group 8 2%
Contract No.
Prefix: 634-9615
Prefix: 634-1086

N. Tigard-S. Tigard Interchange
(Nonparticipating-State Work)

State Responsibility for Damages	All Required		$	3,500.00
Single Mailbox Supports	10 Each	126.60		1,266.00

9615

November 17, 1988

CON 5 - 9615

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

A second post-final payment for $8,313.44 will be made to Donald M. Drake Company on Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway in Multnomah, Washington and Clackamas Counties as soon as a warrant is prepared.

The total amount paid on this contract will be $13,286,566.39 including the second post-final payment. Of the total, $258,492.69 is for force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

J

October 19, 1988

CON 5 - 9615

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

On July 1, 1988, we wrote to you concerning release of final payment on Contract No. 9615 awarded to Donald M. Drake Company for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway in Multnomah, Washington, and Clackamas Counties.

Final payment on this contract was $15,227.26 and the total contract amount was $13,269,478.67 including $258,492.69 for work performed under force account. A post-final payment was made in the amount of $5,474.28. This increased the total amount paid on this contract to $13,274,952.95.

Fran Neavoll
COMMISSION SERVICES

slp
cc: Donald M. Drake Co.
1740 N.W. Flanders
Portland, OR 97209

bc: Kenneth Husby
Thomas Lulay
Hwy. Accounting
Donald R. Adams

9615

J

October 18, 1988

CON 5 - 9615

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210-1771

Attention: Fred A. Hughes
Trust Coordinator

Thank you for your notice of September 30, 1988, releasing the claim for fringe benefits due employees of Kee Construction, Inc., working under the jurisdiction of Oregon, Southern Idaho and Wyoming District Council of Laborers.

You state this is in reference to the Donald M. Drake Company, Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway in Multnomah, Washington and Clackamas Counties.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Co.
1740 N.W. Flanders
Portland, OR 97209

bc: Bryant Jackmond

NOTED ON CARD
slp 10-18-88

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Secretary of State
Salem, Oregon 97310

The OREGON LABORERS-EMPLOYERS TRUST FUNDS hereby releases the claim for fringe benefits due to the employees of Kee Construction, Inc., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, dated May 20, 1986, for that project known as N. Tigard - S. Tigard Interchange.

Project #9615

DATED: September 30, 1988

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

222-9603

cc: Department of Transportation
John Widmer
Donald M. Drake
Brabec Construction

RECEIVED
OCT 13 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9615

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
9615

September 22, 1988

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

Time Extension Request
N. Tigard Intch.-S. Tigard Intch.
Contract No. 9615
FAP No. I-5-5(73)293

Your request for additional time in which to complete the above project has been carefully reviewed. You have requested an additional 5 1/2 calendar days due to landscape work that was added during the final stages of the contract work.

A review of project records supports your request. Accordingly, a contract time adjustment of an additional 5 1/2 calendar days is granted for this reason.

The adjusted time of completion for this contract is 1,074 calendar days. This will eliminate the 5 1/2 days of liquidated damages currently assessed this contract.

Should you have any questions concerning this matter, please contact Acting Project Manager Joe Simpson.

Donald R. Adams
Deputy State Highway Engineer

bc Ken Husby
Marion Craft w/att.
Joe Simpson w/att.
FHWA w/att.
Bruce Walton

OBJ:mk sl

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 29, 1988

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT:

North Tigard Interchange - South Tigard Interchange
Pacific Highway I-5
Contract No. 9615

Attached is a request for time extension on this project, in which the contractor is asking for 5 1/2 days due to additional landscape work that was added during the final phases of regular contract work.

We have recognized that there was some impact to the project due to the addition of landscaping items and the timing of these items, related ~~Due~~ to the overall schedule of other contract items. Part of the justification for price agreement 38 was the monetary effect of this additional landscaping. No settlement was reached concerning time.

I recommend we grant the contractor an additional 5 1/2 days due to the additional landscape items added late in the contract.

For your information, I'm enclosing a copy of W.E. Schwartz' letter of September 3, 1986, which gives the time situation of that date. Also attached is a brief "Time Extension History", which was current up to the letter the time of Schwartz' letter.

9-19-88

Don Adams -

I concur with Region and recommend a 5 1/2 C.D. time extension

Jackmond

MC:cms

RECEIVED
SEP 1 1988
CONSTRUCTION
SECTION

CE ___ CAE ___
COE ..... OM ___
OE ....
CA ....
CAM ___
EEO ___
SPC ___ TC ___
SA ___ CC ___
FE ..... CP ...
PQC ___
QCS ___
FILE ___

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

August 19, 1988

Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTENTION: Fran Neavoll

SUBJECT: Contracts No. 9615, 9729 & 9748

RE: Release Of Bond Claims

Dear Ms. Neavoll:

Enclosed are releases or copies of check in full payment of the following claims, which now show as outstanding against our bonds on the above referenced projects.

9748

1. Operating Engineers, 9-5-84.
2. Gene Bear, Inc., 11-7-84.
3. K-2 Construction Co., 2-1-85.
4. Holton, et al, 3-1-85.
5. Budget Rent A Car, 3-22-85.
6. DeWitt Construction, Inc., 4-16-86.
7. Oregon Laborers, Re Kee Construction, 5-29-86.
8. Far West Steel Corp, 11-10-86.
9. Ultimate Development Corp, 11-18-86.

9615

1. Grabhorn, Inc., 11-29-83.
2. Sproul Excavating Co., 12-23-83.
3. Albina Fuel, 9-19-84.
4. Woodworth, et al, 9-29-84 (All except Lowe).
5. Sproul Excavating Co., 10-8-84.
6. Don Toombs Trucking, Inc., 11-13-84

NOTED ON [illegible]
NOTED
FRAN NEAVOLL

7. Bill Helton Dump Trucks, 11-20-84.

8. Oregon Rock Products, 1-23-85.

9. Albina Fuel Co., 3-12-85.

9729

1. Scougal Rubber Corp, 4-2-85.

2. Ross Island Sand and Gravel was settled recently, and the Release was sent to you under separate cover on August 17, 1988.

Thank you for furnishing me the detailed listings which enabled us to clear these items from our record. If you need further documentation on any of these claims, please feel free to write or call.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/led
cc: Peter deC. Ebert
    Gary A. Judd
Enclosure

NOTED [illegible]

RE[illegible]
AUG [illegible] 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	11/13/84		In full settlement and satisfaction of its bond claim	2,000.00		$ 2,000.00
	218	520-216 pr. dennis	CHECK NO. ▶ 2728	TOTAL ▶		$ 2,000.00

738

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DRAKE

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

96-651/1232 700
FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 2728

DATE 11/13/84

PAY AMOUNT $ 2,000.00

PAY TO THE ORDER OF Grabhorn, Inc. and /
Gregory Lynch, attorney

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

RECEIVED
AUG 2[illegible] 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11-29-83 / 9615

✓ D.K.
cc D.H.
J.L.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

RECEIVED
Nov 5 10 02 AM '84
DONALD M. DRAKE COMPANY
PORTLAND, OREGON

November 2, 1984

Mr. Gregory P. Lynch
Attorney at Law
Gray, Fancher, Holmes & Hurley
40 NW Greenwood
Bend, Oregon 97709

Re: Donald M. Drake Company - Medoff and
Eltzroth - Tigard Project
Grabhorn, Inc.

Dear Greg:

This letter will confirm our discussion of October 31, 1984, regarding settlement of the claim your client, Grabhorn, Inc., has against Donald M. Drake Company and its payment and performance bond surety, United Pacific Insurance Company on the Tigard Project, with respect to unpaid fees incurred by Medoff and Eltzroth.

Your client has agreed to accept in full settlement and satisfaction of its bond claim, and a release and exoneration thereof, the sum of $2,000.00.

In further consideration of the foregoing, your client has also agreed to indemnify and hold harmless the Donald M. Drake Company and United Pacific Insurance Company from any and all loss, cost and expense, including any claim over by Medoff and Eltzroth with respect to any other monies that they may have to pay your client as a result of either this settlement or any other unpaid bills that your client may seek to collect from them on the above project for which we have not made payment.

In addition, our client does expect full rights to use of your client's pit, provided that it pays the appropriate fees for any dumping or disposal that it engages in as we had agreed in the past. I am assuming there will be no problem in this regard. However, this is one of the conditions of settlement which we had discussed a long time ago and would certainly still apply.

RECEIVED
AUG 2[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

I will be forwarding to you a check payable to your client and yourself, individually, along with a release and assignment to the extent of payments made hereunder, including the hold harmless language therein also, in the next few days.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/

Sue

also get cost code from Job 215.

bc: Pete Ebert
BPS: Dear Pete:

Would you please issue a check payable to Grabhorn, Inc. and Gregory Lynch, attorney, for $2,000.00, and put on the check that this is in full settlement and satisfaction of its bond claim. As soon as I receive that, I will forward on to Lynch with the appropriate release documents.

DRT Dave

RECEIVED
AUG 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(Return check to DK to)
(Mail to Trachtenberg)

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	2/16/84		Work performed for Medoff & Eltzroth 3136 ✓ 2/27	5,657.00	Entered on Medoff not on Sproul	$ 5,657.00
218 - 19		100-009	CHECK NO. ▶ 0958 TOTAL ▶			$ 5,657.00

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DRAKE **DONALD M. DRAKE COMPANY**
PORTLAND, OREGON

96-651/1232 709
FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 958

DATE	PAY AMOUNT
2/16/84	$ 5,657.00

PAY TO THE ORDER OF
Sproul Excavating Company / and
By-Town Pipe
15880 S.W. 79th
Tigard, Oregon 97223

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

RECEIVED
AUG 23 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12-23-83 / 9615

SPROUL EXCAVATING COMPANY, INC.
15880 S.W. 79TH ST. - TIGARD, OREGON 97223 - (503) 620-5646

February 14, 1984

RELEASE OF CLAIM

FOR AND IN CONSIDERATION OF THE PAYMENT OF the sum of FIVE THOUSAND, SIX HUNDRED FIFTY-SEVEN AND NO/100--($5,657.00)--DOLLARS, the receipt of which is hereby acknowledged, the undersigned does hereby release State of Oregon, Department of Transportation; United Pacific Insurance; Donald M. Drake Company; and Medoff & Eltzroth, a partnership from that claim dated on or about December 20, 1983 filed by Sproul Excavating Company, Inc. for services rendered and materials furnished to Medoff & Eltzroth commencing September 9, 1983 and concluding on September 29, 1983 on the North Tigard-South Tigard Interchange Project, Oregon State Highway Contract #9615 guaranteed by United Pacific Insurance Performance Bond No. 493921.

DATED this 14th day of February, 1984

SPROUL EXCAVATING COMPANY, INC.

By ______________________
Conrad Sproul, President

RECEIVED
AUG 2[illegible] 1988
COMMISSION SERVICES
DEPARTMENT OF T[illegible]

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	2/25/86		Albina / Medoff	500.00		$ 8,500.00
				100		
218·19 100·013		CHECK NO. ▶	5870	TOTAL ▶		$ 8,500.00

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DM DRAKE

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

96-651
1232
709

FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 5870

DATE
2/25/86

PAY AMOUNT
$ 8,500.00

PAY TO THE ORDER OF

Albina Fuel Company
C/O Meyer, Seifer & Stewart, P.C.
Attorneys at Law
1000 Willamette Center
121 SW Salmon Steeet
Portland, Oregon 97204-2986

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

RECEIVED
AUG 2 [illegible] 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9-19-84/9615
and 3-12-85/9615

Pay Today

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

TELEPHONE 221-0000
AREA CODE 503

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*
BRADLEY J. WOODWORTH

*ALSO ADMITTED IN WASHINGTON

address

FEB 25

Reply to Portland Office

February 24, 1986

Dan PDE

Mr. James L. Casteel
Attorney at Law
Casteel and Carson, P.C.
4111 NE Tillamook Street
Portland, Oregon 97212

PAYEE

218-11 100.13 8,500.00

Re: Albina Fuel Company et al v. Donald M.
Drake Company et al - Multnomah County
Circuit Court No. A8510-06783

COPY

Dear Jim:

This will confirm settlement of the above captioned case, based upon our meeting of February 21, 1986, at the Donald M. Drake Offices, attended by yourself, Cliff Aronson and Bob Aitken.

In consideration for a Release by your company against United Pacific Insurance Company and Donald M. Drake Company, Donald M. Drake Company will pay to Albina Fuel Company the sum of $8,500.00.

You will dismiss with prejudice and without costs all claims against our two clients.

We also discussed the issue of a hold harmless. I will review the terms of our settlement with Medoff and Eltzroth and advise you in the next few days on that issue.

As soon as I receive the check from Donald M. Drake Company I will forward on to you with appropriate Release and settlement documents.

I appreciate your cooperation in resolving this matter.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

David R. Trachtenberg

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AUG 8 1988
COMMISSIO[illegible] SERVICES
DEPARTMENT OF TRANSP[illegible]

DRT/

bc: Pete Ebert
bc: Don Kane

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	10/14/85		Work performed from July 5, 1984 through August 4, 1984	3,242.25		$ 3,242.25
	218-24-225-972		CHECK NO. ▶ 5084 TOTAL ▶			$ 3,242.25

7183
G

POSTED
10 25

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

96-651
1232 709

DRAKE

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 5084

DATE
10/17/85

PAY AMOUNT
$ 3,242.25

DONALD M. DRAKE COMPANY

PAY TO THE ORDER OF
Gail Woodworth Trucking
PO Box 1387
Hillsboro, Oregon 97123

NOT NEGOTIABLE

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AUG 22 1988
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

9-29-84/9615

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	1/21/85		T ck Rental	3.00		$ 528.00
218-24	225-974		CHECK NO. 3233 TOTAL			$ 528.00

7182

P
1/24/85

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DRAKE

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

96-651/1232 709
FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 3233

DATE 1/21/85

PAY AMOUNT $ 528.00

PAY TO THE ORDER OF
Lloyd Womack
13820 S.W. Electric Sp. 1-B
Beaverton, Oregon 97005

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

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AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSP

9-29-84/9615

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	OSS	DISCOUNT	NET
	8/28/84		T k Rental 738¢	.00		$ 903.00
218-24	225-976		CHECK NO. ▶ 3145 TOTAL ▶			$ 903.00

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DM DRAKE

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

96-651
1232 709
FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 3145

DATE 1/4/85

PAY AMOUNT $ 903.00

PAY TO THE ORDER OF
Ed Galang Enterprises
4904 N.E. 48th Ave.
Vancouver, Washington 98661

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

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AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF T

9-29-84/9615

RECEIVED
AUG 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SETTLEMENT AGREEMENT

PARTIES

The parties to this Agreement are:

1. DONALD M. DRAKE COMPANY, an Oregon corporation (hereafter "DRAKE");

2. SPROUL EXCAVATING COMPANY, INC., an Oregon corporation (hereafter "SPROUL").

RECITALS

1. DRAKE is the prime contractor for the Oregon State Highway Division on a project known as "Grading, Paving, Structures, Signing, Illumination and Use of Sign Signals, North Tigard-South Tigard Interchange," Contract No. 9651 (hereafter "the Project").

2. DRAKE and SPROUL entered into a subcontract dated April 7, 1983, whereby SPROUL was to perform certain portions of the work on the Project.

3. During the course of construction, disputes arose between the parties, which disputes resulted in a bond claim being filed by SPROUL against the bond posted by DRAKE and its surety, United Pacific Insurance Company, and DRAKE filing a demand for arbitration against SPROUL before the American Arbitration Association, Case No. 75 110 0026 85.

4. The parties have resolved their respective disputes, one against the other, and desire to reduce said resolution to writing.

10-8-84/9615

RECEIVED
AUG 22 1988
COMMISSION SERVICES

AGREEMENT

1. The recitals stated above are incorporated herein by reference.

2. SPROUL releases, acquits, discharges and exonerates DRAKE and United Pacific Insurance Company from any and all claims, demands, suits, actions or accounts on the job above-referenced, including any claims that SPROUL could have filed in the arbitration, and further releases any and all bond claims that it has filed, including its claim in the amount of $202,830.40.

3. SPROUL represents that as a corporation it would be unable to satisfy any judgment that might be rendered in favor of DRAKE and against SPROUL in the arbitration and essentially is a corporation without assets in excess of liability.

4. SPROUL shall cooperate by furnishing records, documents and testimony, should it become necessary, as to all facts known with respect to agreements between DRAKE, SPROUL and Oregon Rock Products, Inc.; and with respect to any outstanding obligations of SPROUL on the Project for which claims are made against DRAKE or its bond; and for such services and cooperation, no charge shall be made by SPROUL to DRAKE.

5. SPROUL further agrees, if DRAKE elects to pay all premiums for such insurance, to keep in full force and effect any insurance that it had in effect during the course of construction, as required by the subcontract, so that should any

claims arise on the Project relating to actions of SPROUL for which there should have been insurance coverage, that such claims shall be covered and, in this regard, SPROUL agrees to continue to honor its indemnity obligations under the subcontract to the extent of the insurance that it had in force and effect during the course of construction.

6. Nothing in this Agreement shall prejudice the rights of any third party with respect to any claim they may have under the provisions of ORS 279.526, et seq.

7. DRAKE releases, acquits and forever discharges SPROUL from any and all claims, demands, causes of action or suit and further agrees to dismiss the above-captioned arbitration as to all matters arising out of the subcontract above-captioned on the Project.

8. This Agreement represents the settlement and resolution of doubtful and disputed claims and neither party by entering into this Agreement intends to make any admissions.

9. This Agreement shall inure to the benefit of the parties, their officers, directors, shareholders, successors, assigns, sureties and insurers, and is being executed by the respective parties with full authority and knowledge of its contents.

SPROUL EXCAVATING COMPANY, INC.

Date 5/13/85

By

Conrad Sproul, President

DONALD M. DRAKE COMPANY

Date 5/16/86

By
Peter deC. Ebert, Vice-President

RECEIVED
AUG 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON)
) ss.
County of Washington)

Personally appeared, CONRAD SPROUL, President of Sproul Excavating Company, Inc., who being duly sworn, did say that the foregoing Settlement Agreement was signed on behalf of said corporation by authority of its board of directors and that same is acknowledged to be its free act and deed.

Before me this 3 day of May, 1985.

Arlene Thomson
Notary Public for Oregon
My Commission Expires 9-29-86

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared, PETER deC. EBERT, Vice-President of Donald M. Drake Company, who being duly sworn, did say that the foregoing Settlement Agreement was signed on behalf of said corporation by authority of its board of directors and that same is acknowledged to be its free act and deed.

Before me this 16th day of May, 1985.

Kathryn G. Garrison
Notary Public for Oregon
My Commission Expires 10-6-85

RECEIVED
AUG 22 1988
COMMISSION
DEPARTMENT OF

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	12/4/84		In full seetlement of Sproul Claim co 4102a	2,080.25		$ 2,080.25
	218-24 225-958		CHECK NO. ▶ 2934	TOTAL ▶		$ 2,080.25

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DRAKE **DONALD M. DRAKE COMPANY**
PORTLAND, OREGON

96-651
1232 709
FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 2934

DATE 12/4/84

PAY AMOUNT $ 2,080.25

DONALD M. DRAKE COMPANY

PAY TO THE ORDER OF

Don Toombs Trucking, Inc.
8931 NE Killingsworth
Portland, Oregon 97220

NOT NEGOTIABLE

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AUG 2[illegible] 1989
COMMISSION [illegible] SERVICES
DEPARTMENT OF T[illegible]

11-13-84/96K

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	8/1/84		full settlement of Sproul Claim	843.75		$ 843.75
218-24 225-984		CHECK NO. ▶ 3457	TOTAL ▶			$ 843.75

753a

POSTED
2/26/85

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DM DRAKE

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

96-651
1232 709
FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 3457

DATE 2/22/85

PAY AMOUNT $ 843.75

PAY TO THE ORDER OF
Bill Helton, Dump Trucks
1926 S.W. Butler
Gresham, Oregon 97030

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

RECEIVED
AUG 2 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11-20-84/9615

SETTLEMENT AGREEMENT

PARTIES

The parties to this Agreement are DONALD M. DRAKE COMPANY, an Oregon corporation, (hereafter "DRAKE") and JOHN FRANZWA, TRUSTEE IN BANKRUPTCY FOR OREGON ROCK PRODUCTS, INC. (hereafter "TRUSTEE").

RECITALS

1. DRAKE entered into a Contract with the Oregon State Highway Division on a project known as "North Tigard/South Tigard Interchange, OSHD Contract No. 9615.

2. Pursuant to said Contract DRAKE entered into a subcontract with SPROUL EXCAVATING COMPANY, INC. to provide a certain portion of the work relating to the placement of CTB.

3. SPROUL entered into an Agreement with OREGON ROCK PRODUCTS, INC. for the production of stockpiling of specified aggregate material for the CTB. DRAKE, SPROUL and OREGON ROCK PRODUCTS, INC. entered into a Payment Agreement. Pursuant to the Payment Agreement DRAKE paid OREGON ROCK PRODUCTS, INC. the sum of Sixty-Five Thousand Eight Hundred Eighty and 00/100 ($65,880.00) Dollars for 21,960 tons of crushed aggregate material.

4. During the course of performance of the DRAKE Contract, certain portions of the rock paid for by DRAKE were utilized by OREGON ROCK PRODUCTS, INC. and sold to LAKESIDE INDUSTRIES for a project at the Port of Portland.

5. DRAKE made claim against OREGON ROCK PRODUCTS, INC. for repayment of the said rock.

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AUG 24 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-23-85/96K

6. OREGON ROCK PRODUCTS, INC. filed a bankruptcy petition under Case No. 385-00770.

7. LAKESIDE INDUSTRIES filed an adversary proceeding in said bankruptcy, Case No. 85-0177S, which adversary proceeding was in the nature of an interpleader, naming as potential claimants to the fund DRAKE, the TRUSTEE, the debtor, OREGON ROCK PRODUCTS, INC. and A. J. TRUCKING.

8. The rights of the TRUSTEE and OREGON ROCK PRODUCTS, INC. were co-extensive. An Order of Interpleader was granted and a default taken against A. J. TRUCKING, leaving the only claimants to said fund being DRAKE and the TRUSTEE.

9. The parties are desirous of resolving their differences in settling said litigation and reducing the resolution of such disputes to writing.

AGREEMENT

1. DRAKE shall receive from the interpleaded funds, the sum of ninety (90%) percent of the principal amount, plus all interest paid on said funds deposited into the registry of the court.

2. The remaining ten (10%) percent of the principal sum shall be paid to TRUSTEE.

3. DRAKE shall relinquish all claims that it has to certain funds held by WESTWOOD CONSTRUCTION.

4. The above captioned adversary proceeding shall be dismissed with prejudice and without costs to any party.

5. DRAKE shall dismiss with prejudice and without costs any litigation filed by DRAKE against OREGON ROCK PRODUCTS, INC. and

its individual shareholders in Washington County Circuit Court.

6. DRAKE and the TRUSTEE, both on his own behalf and on behalf of OREGON ROCK PRODUCTS, INC. agree to release, acquit, discharge and exonerate each other and their heirs, successors, assigns and officers, from any and all liability which either party had, has or may have had, arising out of the aforementioned agreements, transactions and actions, including the claims filed in the instant adversary proceeding and Washington County Circuit Court.

7. This Agreement represents the settlement of doubtful and disputed claims and by executing this Agreement, neither party shall be deemed to have admitted liability, one to the other.

8. The recitals are deemed to be contractual in nature.

9. This Agreement shall inure to the benefit of the parties hereto and their heirs, successors, assigns, officers and employees.

10. This Agreement represents the whole and complete agreement of the parties and shall not be changed or modified except by subsequent written agreement executed by the parties.

11. By executing this Agreement, the parties represent that it has been read, fully understood and is being executed voluntarily and without any force, threat, or coercion.

IN WITNESS WHEREOF, the parties have executed this Agreement this ____ day of ___________, 1986.

John B. Franzwa, President
John B Franzwa Inc, Trustee for
OREGON ROCK PRODUCTS, INC.

DONALD M. DRAKE COMPANY

By______________________

Title E.V.P.

~~John Franzwa - Individually~~

RECEIVED
AUG 2[illegible] 1988
COMM[illegible] SERVICES
DEPA[illegible] TRANSPORTATION

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1988

In Reply Refer to
File No.:

CON 5
9615

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

D. B. Jackmond

FROM: For Kenneth E. Husby
Construction Engineer

D. R. ADAMS

RECEIVED
STATE HWY ENGR
AUG 18 '88

SUBJECT: Transmittal of Claim Settlement
N. Tigard Intch.-S. Tigard Intch.
Donald M. Drake Co.-Anderson Erosion Control, Inc.
FAP No. I-5-5(73)293
Contract No. 9615
Price Agreement No. 38

Enclosed is a copy of Price Agreement No. 38 for $16,500 for settlement of all claims by Anderson Erosion Control, a subcontractor for Donald M. Drake Co. on the above referenced project.

This claim settlement includes eight items involved with the landscaping work done on this contract. A brief explanation of the contractor's claim, our findings, and the resolutions follow. Supporting documentation is attached for your information.

ITEM 1 Bark Mulch

CLAIM: Contractor originally claimed $37.00 per unit for the additional required units of bark mulch (226.54 units x $37 = $8,381.98) due to the State adding additional or increased planting areas, and the sharp increase in bark mulch cost from the bid date of March 1983, to the purchase date of October 1985. In February 1988, the contractor revised his additional cost estimates for bark mulch to $27.72 per unit (226.54 units x $27 = $6,279.69).

FINDINGS: The bark mulch bid item overran as a result of increased planting areas due to changes by the State. Invoices submitted support the contractor's contention that prices did substantially increase from 1983 to 1985.

RESOLUTION: Entitlement for increased quantity and price only.

Total amount allowed: 226.54 units x $27.72 = $6,279.69

ITEM 2 **Seeding and Mulching**

CLAIM: Contractor originally claimed $115.58 per acre ($12.88 x $115.58 = $1,488.67) for the additional cost of purchasing materials (fertilizer and grass mulch) due to the State increasing the size of planting areas and the price increase in materials from July 1983 to August 1986. In February 1988, the contractor revised his cost estimate for additional work to $101.20 per acre ($12.88 acres x $101.20 = $1,303.45).

FINDINGS: As in Item No. 1 above, the increased costs for fertilizer and the unit cost for seeding and mulching can be substantiated with invoices for the increased area directed by the State.

RESOLUTION: Entitlement for increased quantity and price only.

Total amount allowed: 12.88 acres x $101.20 = $1,303.46

ITEM 3 **Planting in Steeper Areas**

CLAIM: Contractor claims that the changed planting areas required relocating and adding plants from flat areas to steep slope areas, and is claiming an increased unit cost of $0.6224 per plant (2,178 plants x $0.6224 = $1,355.68).

FINDINGS: We agree with the contractor's claim that approximately 2,178 plants were relocated to steeper areas due to plan changes, and that the increased unit cost would be about $0.62 per plant.

RESOLUTION: Entitlement for increased quantity and unit cost only.

Total amount allowed 2,178 plants x $0.6224 = $1,355.68

ITEM 4 **Elimination of Weed in Plant Beds**

CLAIM: Contractor claims additional costs for eliminating weeds in planting areas due to the State's instruction to the contractor to seed and mulch these areas prior to planting. Also the contractor claims these areas needed mowing at the direction of the State, and they suffered additional costs. Amount claimed $988 weed elimination; $628 mowing costs.

FINDINGS: We agree with the contactor that we directed seeding and mulching in planting areas, and with the additional cost involved, but not with the extra mowing costs since this is a maintenance activity required by the contract as per Section 105.16, 1974 Standard Specifications for Highway Construction.

RESOLUTION: Entitlement for weed control only; spraying and weeding July 1985 to October 1985.

Total amount allowed: Labor and Materials $ 988.00

ITEM 5 **Maintaining Bark Only Area**

CLAIM: Contractor originally claimed an extra $473 for maintaining a bark only area and later withdrew his claim.

FINDINGS: No entitlement.

ITEM 6 **Changed Conditions; Delays**

CLAIM: Contractor claims that due to the State revising the planting plans, the contractor was delayed and incurred additional costs for topsoil, hydro seeding, plant loss, and increased labor costs.

Amount claimed: $22,700

FINDINGS: We only partially agree with a portion of this claim. The State delayed the contractor in late 1985 and early 1986 when planting should have been accomplished and, therefore, a high loss of plantings occurred due to planting accomplished out of season (summer 1986). Some of the burden must be the contractor's for plant loss, since he could have begun planting sooner in the spring of 1986.

RESOLUTION: Partial entitlement of 50 percent of replanting costs in the amount of $ 8,468.

TOTAL AMOUNT ALLOWED $8,468 ÷ 2 = $ 4,234

ITEM 7 **Rock and Debris in Planting Areas**

CLAIM: Contractor is claiming additional costs of $2,546 for added expenses in planting trees in areas of rock and debris.

FINDINGS: The prime contractor is responsible to keep planting areas (embankments) free of rocks and debris and therefore there is no entitlement for this item.

ITEM 8 **Spraying Weeds in Topsoil**

CLAIM: The contractor claims additional costs for spraying topsoil supplied by the prime contractor in the amount of $2,319.

FINDINGS: No entitlement since it is the responsibility of the prime contractor to supply specification topsoil to the subcontractor in this case.

A brief recap of all items follows:

Item	Amt. Claimed	Amt. Allowed
1. Bark Mulch	$ 6,279.69	$ 6,279.69
2. Seeding and Mulching	$ 1,303.45	$ 1,303.45
3. Planting in Steeper Areas	$ 1,355.68	$ 1,355.68
4. Weed Elimination	$ 1,616.32	$ 988.00
5. Bark Area Maintenance	$ 0.00	$ 0.00
6. Changed Conditions; Delays	$22,699.66	$ 4,234.00
7. Rock and Debris	$ 2,546.05	$ 0.00
8. Weeds in Topsoil	$ 2,319.20	$ 0.00
TOTALS	$38,120.05	$14,160.82

Price Agreement No. 38 Settlement **$16,500.00**
(Includes interest amount of $2,549.00)

We are requesting your concurrence and federal participation in this claim settlement in the amount of $15,216.30 (92.22 percent).

Please contact this office, should you need additional information.

KH:SL:mk

Attach.

cc: Don Adams
Al Harwood

08052m

9615

J

August 9, 1988

Con 5
#9748
#9615
#9729

Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209-2283

Attention: Donald B. Kane
Vice-President - Finance

Thank you for sending us a copy of a release from Anderson Erosion in connection with a claim against Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of Pacific Highway project. We will note this information in our records.

As requested in your letter of August 1, 1988, attached are a listing of claims filed against Contract Nos. 9748, 9615, and 9729. The lining out of a claim indicates that we have been notified that the claim has been satisfied.

If you have any questions, you may call me at 378-6526.

Fran Neavoll
COMMISSION SERVICES

rgb

Attachments

cc: United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

Reliance Insurance Co.
PO Box 5669
Portland, OR 97228

bc: Bryant Jackmond

Reg. [illegible]

CONTRACT NO. 9615

CONTRACTOR: Donald M. Drake Company, 1740 N.W. Flanders, Portland OR 97209

COUNTY: Multnomah, Washington & Clackamas

KIND OF WORK: Grading, paving, structures, signing, illum. & signals

SECTION: N. Tigard Interchange-S. Tigard Interchange

HIGHWAY: Pacific

BOND: $12,839,234.99 (Alt. B)

SURETY: United Pacific Insurance Co.

AGENT: Corroon & Black of Oregon

AWARDED: April 7, 1983

TIME LIMIT: 930 calendar days beg. April 20, 1983

SUB-COMPLETED: June 30, 1986

COMPLETED: January 20, 1988 **ACCEPTED:** June 23, 1988

7/1/88 - Surety notified final to be paid after 7/7/88

Total Amt.:

10-20-83 Claim ltr. from Richard Spence on behalf of the following 18 persons for labor totaling $45,041.20:

Lester E. Macomb - $5,586
Pete Carusa - $256
Forrest W. Choat - $5,872
William A. VanLur - $3,791.20
Michael R. Gadotti - $128
Robert L. Smith, Sr. - $7,784
Duane D. Helseth - $880
Leonard W. Vaughan - $8,512
Gerald A. Holmes - $1,536
Everett C. Holmes - $256
Gail Woodworth Trucking $288
John C. Palmer - $864
Dave Malory - $1,264
Dave Eakin - $512
Robert J. Vance - $128
Bill Helton - $2,424
Leona Anderson - $1,376
Snyder Trucking - $3,584

10-28-83 Ack. above ltr. cc: surety, contractor & Secretary of State for filing. Filed 11-1-83 CL-83-228

11-15-83 Letter from contractor stating they have paid above claims in amt. of $45,041.20.

11-29-83 Ltr. from Gregory P. Lynch, atty., on behalf of Grabhorn, Inc. with attached claim in amt. of $8,414.58 for debris, refuse collection & processing.

12-9-83 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 12-13-83 CL #83-266

#9615 (2)

12-23-83 Claim ltr. from Sproul Exc. Co. for material and labor in the amt. of $5,657 plus interest.

12-28-83 Ack. above ltr. cc: surety (Federal Way), contractor and Sec. of State for filing. Filed 1-4-84 CL 84-5

6-7-84 Claim ltr. from Fred Miller, Att. for Landworks Northwest, Inc., for equipment rental in the amount of $4,825.

7-5-84 Ack. above ltr. cc: to, surety, contractor & Sec. of State for filing. Filed 7-6-84 CL 84-120

~~9-20-84 Claim ltr. from AGC Operating Engineers, Local 701 Trust Funds for fringe benefits in the amount of $3,231.15, plus liq. damages and interest for employees of Sproul Excavating Co., Inc.~~

~~9-21-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 10-2-84 CL 84-184~~

~~9-19-84 Claim ltr. from Arnold Gray, Att. for James R. Bucher, dba J.R. Bucher Trucking, for trucking services in the amount of $1,372.50.~~ Stoel, Rives, etc.

~~9-21-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 10-2-84 CL 84-183~~

9-~~24~~19-84 Claim ltr from Casteel & Carson, atrny. on behalf of Albina Fuel for material in the amount of $15,096.78. agnst. Medoff and Eltzroth

10-17-84 Ack. above ltr. cc: surety, contractor, & Sec. of State for filing. Filed 10-23-84 CL 84-207

10-2-84 Ltr. from Stoel, Rives, Boley, Fraser & Wyse, Atty. Arnold L. Gray, for J. R. Bucher adding attorney fees to their claim filed 9-19-84.

10-18-84 Ack. above ltr. cc: contractor, surety & Sec. of State.

9-29-84 Claim ltr. from Gail Woodworth, $3,424.25; ~~Ron Endicott, $1,097~~; Loyd Womack, $528; Joe Lowe, $1,350; Ed Galang, $903; ~~Reys Trkng, $1,032; Celorie Bros., Inc, $2,266.25; and Stark Trkng Inc, $7,295.25; for dump truck work.~~

10-18-84 Ack. above ltr. with ltr. to each claimant. cc: surety, contractor, & Sec. of State for filing. Filed 10-23-84 CL 84-210, 211, 212, 213, 214, 215, 216, 217.

9-24-84 Claim Ltr. from David Gene Low, Atty., on behalf of Jim Lowe against Sproul Excavating Contr. for labor & recording fees in the amt. of $1,368.

10-23-84 Ack. above. ltr. cc: surety, contractor & Sec. of State for filing. Filed 10-26-84 CL 84-222

10-8-84 Claim ltr from K Lines, Inc., for labor & materials in the amount of $5,655, against: Ore. Rock Products.

10-23-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 10-26-84 CL 84-221

10-10-84 Claim ltr from from Garrett, Seideman, Hemann, Robertson, & De Muniz, Attys, on behalf of Stark trkng, Inc., for labor in the amount of $7,295.25, against Sproul Excavatng

10-23-84 Ack above ltr. cc: surety, contractor & Sec. of State for filing. Filed 10-26-84 CL 84-220

10-8-84 Claim ltr. from Bolliger, Hampton & Tarlow, Attoys. on behalf of Sproul Excavating Co., Inc. for labor & material in the amt. of $202,832.40 plus interest.

11-5-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 11-8-84 CL 84-233

~~11-2-84 Claim ltr from Furrer & Scott, Attys., on behalf of Power Rental Co. dba Power Rents, Inc. for equip. rental in the amt. of $4,161.42 together with interest.~~

~~11-21-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 11-23-84 CL 84-229~~

~~10-23-84 Claim ltr. from Ore. Laborers Emp. Trust Funds for fringe benefits due emp. of Sproul Exc. Co., Inc. in the amt. of $2,331.15 which includes liquidated damages of $240.44 & interest in the sum of $11.04.~~

~~11-21-84 Ack. above ltr. cc: surety, contractor and Sec. of State for filing. Filed 11-27-84 CL 84-243~~

11-13-84 Claim ltr. from Don Toombs Trucking, Inc. for labor in the amt. of $2,080.25.

11-28-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 11-29-84 CL 84-258

~~11-19-84 Ltr. from AGC Operating Engineers Trust Funds on behalf of Sproul Exc. Co., Inc. stating that claim against contractor in the amt. of $3,231.51 has been paid in full.~~

~~11-28-84 Ack. above ltr. cc: contractor & Surety.~~

11-20-84 Claim ltr. from Bill Helton Dump Trucks for hauling of rock & gravel against Sproul Exc. Co., Inc. in the amt. of $843.75.

12-14-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 12-21-84 CL 84-272

~~12-7-84 Ltr. from Stark Trucking, Inc. stating that their claim in the amt. of $7,295.25 has been paid in full.~~

~~12-14-84 Ack. above ltr. cc: contractor & surety.~~

11-20-84 ~~12-6-84 Ltr. from Ore. Laborers Emp. Trust Funds stating that their claim for fringe benefits due emp. of Sproul Exc. has been paid in the amt. of $2,331.45.~~

~~12-14-84 Ack. above ltr. cc: surety, contractor~~

~~12-6-84 Ltr. from Ray Trucking stating that their claim in the amt. of $1,032.00 has been paid.~~

~~12-14-84 Ack. abvoe ltr. cc: surety & contractor.~~

12-6-84 Ltr. from Celorie Bros. Dump Trucking Inc. stating ~~that their claim in the amt. of $2,266.25 has been paid.~~

~~12-14-84 Ack. above ltr. cc: surety & contractor.~~

~~12-17-84 Ltr. from Ron L. Endicott Trucking stating that their claim in the amt. of $1,097 has been paid.~~

~~12-24-84 Ack. above ltr. cc: surety & contractor.~~

~~1-10-85 Ltr. from Stoel, Rives, Boley, Fraser & Wyse, Attys. stating that James R. Bucher's claim has been paid in full.~~

~~1-14-85 Ack. above ltr. cc: surety and contractor.~~

1/23/85 claim letter from OR Rock Prod. OR Rock and Devlp. Co. for materials in the amount of $1,326.40

1/25/85 Ack above letter cc: surety, contractor and Sec. of State. Filed 1-30-85 CL #1985-0015

2-27-85 ~~Copy of ltr. from Furrer & Scott, Atty.,~~ add. to ~~Donald M. Drake Co.~~ stating contractor pd. Power ~~Rental Co.~~ dba Power Rents Inc., $4,161.42.

~~2-27-85~~ Power ~~Rents agreed to accept said~~ sum in full and complete resolution of this claim. ~~sent to surety.~~

3-12-85 Ltr. from Casteel & Carson, Attys., on behalf of Albina Fuel Company filing claim for labor and materials against subcontractor, Sproul Exca. Co. Inc., in amt. of $3,140.85 plus interest til pd.

3-22-85 Ack. above ltr. c: contractor, surety & Sec. of St. for filing. filed 3-25-85 CL 1985-0060

5-20-86 Notice of Claim from Oregon Laborers-Employers Trust Funds for fringe benefits due employees of Kee Construction, Inc. in amt. of $2,735.53 inc. liq. damages of $265.48 & interest in amt. of $143.04.

5-30-86 Ackn. above claim. cc contractor, surety, Constrn. & Sec. of State for filing. CL 1986-0213 6-3-86

12-3-86 Claim ltr. from Willert Equip. Co., Inc. for equip. rental against Hildebrand Concrete Co. in the amt. of $1,577 (plus interest & possible fees)

12-26-86 Ack. above ltr. cc: Surety, Constrn., contractor & Sec. of State for filing. Filed 12-29-86; CL 1986-0346

9615
(5)

~~4-13-87.~~	~~Claim ltr. addressed to Sec. of State from Anderson's Erosion Control, Inc. in amt. of $52,252 for labor & materials. cc: contr. & surety.~~
~~5-6-87~~	~~Ack. above ltr. cc: contr., surety & Constrn.~~
~~7-22-88~~	~~Release from Anderson Erosion Control of claim.~~

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

August 1, 1988

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

SUBJECT: Contracts Nos. 9615, 9729 & 9748

RE: Claims Against Contractor Bond

ATTENTION: Fran Neavoll

Gentlemen:

Enclosed is a release from Anderson Erosion, closing out their claim against our bond for Contract No. 9615.

We would appreciate your supplying us with a list of unresolved claims against our bond on each of the three above referenced contracts.

Thank you for your assistance.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/led
Enclosure
cc: Peter deC. Ebert

RECEIVED
AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

✓cc

RECEIVED
JUL 28 8 41 AM '88
DONALD [illegible]
PORTLAND, OREGON

RELEASE AGREEMENT

THIS AGREEMENT made this 22nd day of July, 1988, by and between Donald M. Drake Company (Hereinafter "Drake") and Anderson Erosion Control, Inc. (hereinafter "Anderson").

WHEREAS, Drake entered into a contract with the Oregon State Highway Division for the North/South Tigard Interchange (Contract No. 9615) (hereinafter "the Project"); and

WHEREAS, Anderson entered into a subcontract with Drake; and

WHEREAS, the parties have certain disputes and desire to resolve them.

NOW, THEREFORE, it is agreed:

1. Drake agrees to pay Anderson the sum of $18,000.00, the receipt of which is hereby acknowledged by Anderson.
2. Drake and Anderson each release the other, their officers, agents and employees, and surety, if any, from any and all claims of any kind, whether known or unknown, arising out of or relating to the project.
3. This constitutes the entire agreement between the parties, supercedes all prior or contemporaneous agreements and shall not be superceded or amended unless in writing and signed by the parties.

DONALD M. DRAKE COMPANY
By: V.P.

ANDERSON EROSION CONTROL, INC.
By: Russell A. Anderson

RECEIVED
AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#-1615

DMD DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

July 28, 1988

United Pacific Insurance Company
33405 Eighth Avenue South, C-3000
Federal Way, Washington 98003

SUBJECT: N/S Tigard Interchanges

RE: Anderson Erosion Claim

ATTENTION: Mr. Gary A. Judd

Dear Mr. Judd,

Enclosed is the signed release dated July 22, 1988 from Anderson. All disputes have been resolved.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/prm

Enclosure

cc: Fran Neavoll
Peter deC. Ebert

duplicate.
I rec'd
another
copy
Fran

RECEIVED
AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

✓cc

RECEIVED
JUL 28 8 41 AM '88
DONALD M. [illegible]
PORTLAND, OREGON

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3. This constitutes the entire agreement between the parties, supercedes all prior or contemporaneous agreements and shall not be superceded or amended unless in writing and signed by the parties.

DONALD M. DRAKE COMPANY
By: ______________________

ANDERSON EROSION CONTROL, INC.
By: Russell A. Anderson

RECEIVED
AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#9615

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

July 26, 1988

In Reply Refer to
File No.:
CON 5
9615
9905

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Attn: Jon E. Morris, Trustee

Re: Final Payment Status

copy
#9905
CON 13

Your letter of July 19, 1988, inquired into the status of the final payment on two Highway Division contracts. The status of final payment on these jobs is:

1. Contract No. 9615, S. Tigard Interchange

   Final payment made on June 30, 1988. A post-final payment is in process and should be made about August 5, 1988.

2. Contract No. 9905, Port of Entry (Woodburn)

   This contract has not been finaled. We are awaiting the receipt of the required PR#47 form from the contractor before final payment can be made under this contract.

D. R. ADAMS

RECEIVED
STATE HWY ENGR
JUL 27 '88
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Kenneth E. Husby
Construction Engineer

By

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

bc: ✓Don Adams/attach.
W. G. Anhorn/attach. - Please remind Ross Bros., in writing, that the PR#47 must be submitted. Also, we do not have a final Region Inspection Report from you, nor has the final quality or quantity review been completed by Region and/or the Project Manager. Please take appropriate action.

07252m

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

July 19, 1988

Don Adams, Engineering
OSHD
102 Transportation Bldg
Salem, Ore 97208

Dear Don:

One of your field offices told me that now that Pat has retired that you might be able to help me. Last March I wrote Fran Neavoll about two old jobs that Cascade still had retainage coming as the prime contractors claimed they still were owed funds by the State. Your accounting department responded for Fran and the jobs were open but they didn't know why. The two jobs involved are:

1. Donald M. Drake Co OSHD # 9615 S. Tigard Interchange
2. Ross Bros Construction OSHD # 9905 Port of Entry (Woodburn)

Could someone in your office tell me why these jobs have not been finaled. The amounts due Cascade are not large but we went out of business in Dec 1986 yet I still can't collect. If someone could call me at 248-0489 on or after August 1 I would certainly appreciate it. Many thanks for your help.

Best regards,
Cascade Construction Co., Inc

Jon E. Morris, Trustee

CE ...... CAE ......
COE ...... CM ......
OE ......
CA ......
CAM ......
EEO ......

RECEIVED
JUL 2 2 1988
CONSTRUCTION SECTION

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ......
QCS ......
FILE ......

Called back
[illegible]
11/10.

RECEIVED
STATE HWY ENGR
JUL 20 '88
REFER TO
Hueber
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

w/summary

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

jc J

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)292

2. STATE PROJECT NO.

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 8, 1987

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:

N. Tigard Interchange - S. Tigard Interchange

11. GENERAL DESCRIPTION OF WORK

Second year plant establishment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/8/87 as requested in Mr. Husby's letter of 6/20/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 15 is approved for a TEC of $26,300; Federal Funds $24,254.

RECEIVED
STATE HWY ENGR
JUL 11 '88
REFER TO
Gilmore
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
					X	

Orig to
7-13

14. DATE 7/7/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9615

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9615

TO: Manager
Commission Services

DATE: June 23, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9615, On Site Work Substantially Completed June 30, 1986

All Work Completed January 20, 1988

Project N. Tigard Intch.-S. Tigard Intch.

Highway Pacific

County Multnomah, Washington, and Clackamas

Type of Work Grade, Pave, Structure, Sign, Signals, Illumination

Contractor Donald M. Drake Co.

BMW:hh

cc: Kenneth E. Husby
B. M. Walton

CPC/FM2

SURETY WRITTEN 7/1/88

RECEIVED
JUN 23 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.: ROW

May 13, 1988

Irv Larson
11720 SW 68th
Tigard, OR 97223

N. Tigard - S. Tigard, Pacific Highway

This will verify the Department of Transportation's commitment to sell the 35,343-square-foot parcel of land west of the Pacific Highway at the Haines Road Interchange. The price was established through appraisal at $336,600.

The sale will be subject to the advertised conditions (sale notice enclosed).

I recognize that there are portions of S.W. 67th Avenue and S.W. Clinton Street which may be vacated. We have no objection to the vacation of any of these streets adjacent to the State property. The vacation of those streets would add 23,920 square feet to our parcel, bringing the overall land size of 59,263 square feet.

I trust this will give you all the information you need to complete our land sale transaction.

Your interest in the purchase of surplus State Highway land is welcome. If we can be of any further assistance, please contact Will Hight, the Region Property Agent in our Milwaukie Right of Way Office.

Robert N. Bothman
Director

Enclosures

SG:RNB:me:dc

bc: Gary Potter
Don Forbes
Will Hight
Steve Green

731-0188 (10-85)

PUBLIC AUCTION
Land Sale
January 21, 1988
11:00 a.m.

The Oregon Transportation Commission will offer for sale at public auction a parcel of land comprised of portions of lots 16 through 26, Block 7 and portions of lots 1 through 10, Block 14, West Portland Heights, Washington County, Oregon. Parcel is also known as the northeast and southeast corners of the intersection of S.W. Clinton Street and S.W. 67th Ave., containing 35,343 s.f., more or less.

A complete description of the sale property can be obtained by contacting the Region Property Agent.

The sale will be held in the Right of Way Office at 2400 S.E. Mailwell Dr., Milwaukie, OR.

Terms of Sale: The minimum price that will be accepted is $336,600 at the close of the auction. For cash sale, buyer must deposit 20% of the sale price on date of sale and pay the balance within 180 days. Successful bidder is entitled to possession of property when entire purchase price has been paid. The Highway Division may reject for good cause any or all bids upon a finding of the Highway Division it is in the public interest to do so. Sale is subject to special assessments, existing restrictions, reservations and easements, if any. This sale is subject to the following provisions: A) the Oregon Transportation Commission's use restrictions on signboards and all kinds of junkyards; B) Noise and air pollution clause; C) no access to highway.

INFORMATION: Region Property Agent, 2400 S.E. Mailwell Dr., Milwaukie, OR 97222. Phone 653-3123 prior to date of sale, weekdays 8 to 5. (File 19575 Ad No. 440)

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
Deputy Director

DATE: May 2, 1988

FROM: Steven Green, Manager
Right of Way Section

SUBJECT: File 19575
Request for letter from Chairman

RECEIVED
DOT DIRECTOR
REFER TO
RNB
MAY 04 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File

I recommend Mike send the attached letter

Attached is the rough draft of the letter we discussed the other day on a parcel of surplus property located near the Haines Road Interchange.

As I am sure you remember, a citizen who has a long history of interest in this property has requested a letter from the Chairman stating the Highway Division's willingness to sell this particular piece of surplus property. The Region Right of Way office has attempted to dissuade the owner from his request but not succeeded. The Region office is certain that their refusal to provide the letter will only result in the citizen approaching the Director for assistance. Therefore, I am asking that you attempt to obtain the Chairman's signature.

The following should provide background on this parcel which will enable you to answer any questions the Chairman might have:

-this parcel has been declared surplus in accord with Division policy, a minimum price established via appraisal, and the property offered for sale at auction,

-no bids were received at the auction but Mr. Larson indicated an interest in the property if several undeveloped streets could be vacated,

-the Highway Division's description does not include the areas of the undeveloped streets but the price established does recognize the benefit that would accrue to the property if the streets were vacated,

-the Highway Division has indicated, after appropriate circulation though the Division, that it would not object to a proposal to vacate the streets,

-the property is included in the Right of Way Section's 1988 Property Disposal plan but its sale at the established price of $337,800 would return a much smaller amount to the

Highway Trust Fund since credit to Federal Highway funds are required.

I will appreciate greatly your assistance in this matter, especially if it results in the eventual sale of the property.

SG

jc

U. S. DEPARTMENT OF TRANSPOF TION
FEDERAL HIGHWAY ADMINIS. TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO.

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 10, 1988

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
N. Tigard Interchange - S. Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
ROW monumentation and filing of survey

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/10/88 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 Sup. is approved for a TEC of $37,000; Federal Funds $34,121.

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO Gilmour
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

14. DATE 4/5/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9615 J

March 29, 1988

Cascade Construction Co., Inc.
Liquidating Trust
P.O. Box 4267
Portland, OR 97208

CON - 9615
9905

Attention: Jon Morris

This is in response to your letter of March 22, 1988, concerning release of retainage of Contracts 9615 and 9905.

I am referring your letter to our Highway Accounting office as they would have this information. I am asking that they reply to you direct.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

bc: Highway Accounting
(Attn: Rose)

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

March 22, 1988

Fran Neavoll, Commission Services
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fran:

I didn't know just who to write about my problem but thought that you could get it to the proper place. Cascade has two contracts for which they have not been paid and I know that the work has long been done. Both General Contractors claim that their retainage has not been released and I would like to check on that. The two contracts are:

1. Donald M. Drake Co S. Tigard Interchange OSHD # 9615
2. Ross Bros Construction Port of Entry (Woodburn) OSHD # 9905

The amounts involved are not large but so much time has gone by that it doesn't seem reasonable that they are still open. Many thanks for your help.

Cascade Construction Co., Inc
Liquidating Trust

Jon E. Morris, Trustee

RECEIVED
MAR 25 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

February 5, 1988
IN REPLY REFER TO
HA.1-OR

Mr. Donald R. Adams
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Adams:

Oregon Project I-5-5(73)293
North Tigard Intch. - South Tigard Intch.
Low Asphalt Concrete Pavement Compaction

We have reviewed the low asphalt concrete pavement compaction problem addressed in Mr. Gerald Wimer's February 2, 1988 letter. As stated by Mr. Wimer, this 1983 project was one of the first to specify asphalt concrete pavement density by nuclear guage as a percent of the modified AASHTO T209 ("Rice Gravity") test procedure.

The changed specification requirements and the correct utilization of nuclear guages in the testing processes were not well understood by the project personnel. As a result, the density of approximately 1,200 tons of material placed during the initial paving in July and August 1984 is apparently below the specified amount. The calculated price adjustment of $5,474.28 was not assessed against the contractor due to the lack of inspection personnel conforming to the specified testing requirements.

When implementing a major change in testing procedures such as this, sufficient effort/action should be taken in the form of additional training and/or assistance to prevent such occurrences. We consider this an error in contract management and therefore nonparticipating.

Sincerely yours,

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
FEB 9 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Done
cy - Adams
Schwartz

cc:
OSHD (C. Gilmour, Program)
OSHD (G. Wimer, Const)

9615

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 2, 1988

In Reply Refer to
File No.:
CON 5
9615

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Bill Kappus

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Low Asphalt Concrete Pavement Compaction
N. Tigard Intch.-S. Tigard Intch.
FAP No. I-5-5(73)293
Contract No. 9615

This 1983 project was one of the first to specify asphalt concrete pavement density by nuclear gauge as a percent of the modified AASHTO T209 ("Rice Gravity") test procedure. It replaced our previous methods of either using core density results or nuclear gauge results correlated to core density results. It also required two gauge readings at each site the day of paving.

The changed specification requirements and the use of nuclear gauges were not well understood by project personnel. During the initial paving in July and August 1984, apparent low density test results were obtained for approximately 1,200 tons of mixture representing about three percent of the project total. For these tests, either two readings were not obtained, or the tests were not performed on the same day as the paving. Because of our lack of conformance to specification requirements, it is not appropriate to assess a price reduction against the contractor.

RECEIVED
STATE HWY ENGR
FEB 2 '88
REFER TO
FOR
Info Invst R/D D/R Sign Act File

Density tests indicate that the remainder of the asphalt concrete incorporated into the project complies with density requirements.

After these early projects, density specifications, test procedures, and training for testing personnel have improved, and most of these types of problems have been eliminated.

The FHWA is requested to fully participate in the cost of this apparent low density mixture. If you cannot fully participate, non-participation in the amount of $5,474.28 is appropriate. The amount is summarized on the attached summary of failing density tests.

Please notify us of your decision.

GW:AL:RMS:mk

Attach.

cc: W. E. Schwartz Marion Craft Don Berg

01294m

HIGHWAY DIVISION

SUMMARY OF FAILING DENSITY TESTS FOR BITUMINOUS MIXTURES

REPARED BY aul C Anello	DATE 1/29/88	PROJECT NAME (SECTION) N. TIGARD INTERCHANGE - S. TIGARD INTERCHANGE		CONTRACT NO. 9615
EVIEWD BY PROJECT MANAGER	DATE	HIGHWAY PACIFIC I-5	COUNTY MULT., WASH., + CLACK	PREFIX 634-1086
VIEWED BY CONSTRUCTION	DATE 1-29-88	MATERIAL CLASS "C" ASPHALT CONCRETE	BID ITEM NO. 29	F.A. PROJECT NO. I-5-5(73) 293

DATE OF SAMPLE	TEST NO.	NUCLEAR DENSITY % OUT SPECS. (A)	CORE DENSITY % OUT SPECS. (B)	3 × (A) or (B) or 4 × (A) or (B) (C)	INCORPORATED MATERIAL REPRESENTED BY TEST TONS (D)	MIXTURE PRICE PER TON WITH CEMENT $ (E)	PRICE ADJUSTMENT (C)/100 × (D) × (E) $	REMARKS
7/18/84	1 SHLDR	2.7		10.8	106.31	27.67	317.69	12' T. LANE + 8' SHLD. SHLD 40% OF 265.77 TONS PAVED 7/17/84 (GCF) = 1.024 (2 TESTS)
7/18/84	1 TRAVEL	1.1		4.4	159.46	27.67	194.14	T. LANE 60% OF 265.77 TONS PAVED 7/17/84 (GCF) = 1.024 (3 TESTS)
7/30/84	2 SHLDR	11.8 *		47.2	105.53	27.67	1,378.25	12' T. LANE + 8' SHLD. SHLD 40% OF 263.87 TONS PAVED 7/13/84 (GCF) = 1.023 (1 TEST)
7/30/84	2 TRAVEL	9.9 *		39.6	158.29	27.67	1,734.43	T. LANE 60% OF 263.87 PAVED 7/13/84 (GCF) = 1.023 (4 TESTS)
8/8/84	4 TRAVEL	3.0 *		12.0	258.74	27.01	838.63	PAVED 8/8/84 (GCF) = 1.023 (2 TESTS)
8/17/84	5 TRAVEL	2.2		8.8	422.90	27.17	1,011.14	PAVED 8/15/84 (GCF) = 1.023 (5 TESTS)

*USED GAUGE CORRECTION FACTOR (GCF) OF 1.023 CALCULATED ON 8/17/84. NOT CORRECT METHOD, BUT ASSUMED TO BE CLOSE ACCEPTABLE CORRECTION FACTOR.

NOTE: ONLY TESTS TAKEN ON 8/17/84 HAD TWO READINGS TAKEN AT RIGHT ANGLES FROM EACH OTHER A EACH LOCATION AS PER SUB-SECTION 403.44(b) OF THE SPECIAL PROVISIONS.

TOTAL ADJUSTMENT $-5,474.28

	MIX FORMULA CEMENT % / 100	×	ASPHALT CEMENT BID PRICE PER TON	=	CEMENT PRICE PER TON OF MIXTURE (F)	A.C. MIXTURE BID PRICE PER TON (G)	(F) + (G) = MIXTURE PRICE PER TON (E)
MIXTURE PRICE ETERMINATION	0.063	×	$165.00	=	$ 10.40	$ 17.27	$ 27.67
	0.059	×	11	=	9.74	11	27.01
	0.060	×	11	=	$ 9.90	$ 11	$ 27.17

946 (REV 6-83)

SUBMIT THROUGH REGION TO CONSTRUCTION

MEMO TO FILE

Files 50345, 50346 and 50347
North Tigard-South Tigard Section
Pacific Highway

On this date, Mrs. Irving Larson called me stating she wanted to retrieve the claims her husband previously submitted to Bob Bothman.

I arranged for her to see Jack Sollis who informed her that under the public records law she could not do this. She advised Sollis that she wanted to cancel all claims submitted. Sollis advised her to do this in writing.

I gave her copies of the claims that she requested.

Florence Neavoll
Florence Neavoll
Executive Assistant to the Director

January 25, 1988

cc Bob Bothman
    Larry Rulien
    Steven Green

961

5 FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.-S. Tigard Interchange

WEEK ENDING: January 23, 1988

SECTION PREFIX: 634-1086

HIGHWAY: Pacific

COUNTY: Multnomah, Washington and Clackamas

NAME OF JOB: N. - S. Tigard Interchange

KIND OF WORK: Grading, Paving Structures, Signing, Illumination

CONTRACTOR: Donald M. Drake Company

CONTRACT NUMBER: 9615

FEDERAL AID PROJECT NUMBER: I-5-5(73)293

DATE OF CONTRACT: April 7, 1983

DATE WORK STARTED: May 10, 1983

ESTIMATED COMPLETION DATE: November 4, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 1068½

WORK DAYS USED:

CALENDAR DAYS USED: 1074

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100.5

PROJECT AUTHORIZATION: $14,588,034.36

EXCLUSIVE OF ENGINEERING: $13,550,012.36

ENGINEERING AUTHORIZATION: $1,500,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $13,776,234.91

ENGINEERING COST TO DATE: $1,920,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: .98

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.7 %

PERCENT OF AUTHORIZATION: 128.0 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Illumination	Traffic Sig.	Signs	Landscaping
100	100	100	100	100	100	100	100

	General Excavation	Sound Walls	C. T. B.	P. C. C. Paving	Asphalt Paving
MILES IN PROJECT	1.71		5.25	1.63	3.68
MILES PARTIALLY COMPLETED	1.71	0	5.25	1.63	3.68
MILES COMPLETED	1.71	0	5.25	1.63	3.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)	263,200 CY	24,430 SF	110,800 Ton	80,360 SY	31,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	242,703 CY	26,127 SF	87,400 Ton	80,076 SY	45,540 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	242,703 CY	26,127 SF	87,400 Ton	80,076 SY	45,540 Ton
AVERAGE DAILY QUANTITIES (This Week)	Finished	Finished	Finished	Finished	Finished
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	283	26	119	86	34
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		7726A	7758C	7758D				
PERCENT		100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17		0		
MONDAY 18	snow	0		
TUESDAY 19	ptly cloudy	0		
WEDNESDAY 20	ptly cloudy	0		
THURSDAY 21	ptly cloudy	0		
FRIDAY 22	showers	0		
SATURDAY 23		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	17	No activity
MONDAY	18	Holiday - No activity
TUESDAY	19	No activity
WEDNESDAY	20	No activity
THURSDAY	21	No activity
FRIDAY	22	No activity
SATURDAY	23	No activity planned at this time.

REMARKS

STATUS: Project work essentially completed on June 30, 1986
Plant establishment work complete.

Second notification for all work including plant work was submitted March 16, 1987.

Third Notification signed January 20, 1988.
THIS IS THE LAST REPORT.

SIGNED Donald L Berg
Donald L. Berg, P.E., P.L.S.

LOCATION 4755 S.W. Watson Ave.
Beaverton, Oregon
97005

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9613

July 21, 1987 - 10:45 a.m.

Bob:

Irv Larson dropped by the office--said he forgot it was Commission meeting day and he realized he couldn't see you today, but that he wanted to leave this information for you. He said he didn't have the money to pay the $355,220 consulting bill.

He didn't ask to set up an appointment--just asked me to give this to you but he commented he hasn't been able to see you. He said you were familiar with the problem.

fn

cc
Rulien
Sollis
FYI

NOTED
ROBERT N. BOTHMAN

O-DOT'S RESPONSIBILITY TO PAY: "DIRECT TO DR WOOD" IN ADDITION TO $416,660.00 Due Dr & Mrs Wood [Progress Billing Dated DEC 30, 1986]
I.L.

I.L.

G. B. WOOD, PHD Economics
1100 NW DIXON Street
CORVALLIS, OREGON 97330

Phone: (503) 753-7079

APRIL 30, 1987

Summary Billing: IRVING L. LARSON
11720 SW 68th Avenue
TIGARD, OREGON 97223

Consulting Services for Development of Blocks: 7, 8, 9, 13 & 14 in area of I-5 and Exit # 293 Washington County, City of Tigard, Oregon, following delay of development by Oregon Department of Transportation:

1980 Services	- 100 hours @ $100.00 hr	$10,000
1981 Services	- 200 hours @ $100.00 hr	20,000
1980 Interest	$10,000 @ 18%	1,800
	Sub-Total	$31,800
1982 Services	- 300 hours @ $100.00 hr	30,000
1981 Interest	$31,800 @ 18%	5,724
	Sub-Total	$67,524
1983 Services	- 400 hours @ $100.00 hr	40,000
1982 Interest	$67,524 @ 18%	12,154
	Sub-Total	$119,678
1984 Services	- 300 hours @ $100.00 hr	30,000
1983 Interest	$119,678 @ 18%	21,542
	Sub-Total	$171,220
1985 Services	- 200 hours @ $100.00 hr	20,000
1984 Interest	$171,220 @ 18%	30,819
	Sub-Total	$222,039
1986 Services	-100 hours @ $100.00 hr	10,000
1985 Interest	$222,039 @ 18%	39,967
	Sub-Total	$272,006
1986 Interest	$272,006 @ 17%	46,241
	Sub-Total	$318,247
1987 Interest	$318,247 (Jan. thru April) @ 16 % per yr. equals 5.333% x $318,247	16,973
	Sub-Total	$335,220

[illegible]
[illegible]
[illegible]

PRELIMINARY W RKPAPER
FOR: O-DOT DIRECTOR BOTHMAN:

RE: N. TIGARD,
S. TIGARD IL 7/20/87
I-5-5 (70)

	FORCED CONSULTING SERVICES FOLLOWING LONG TERM PLANNING LIMBO & HARRASSMENT	SERVICES OF G. B. WOOD, Ph.D.	"INTEREST"	PERPETUAL PLANNING LIMBO. BASED ON PROPOSED $3100000 CONSTRUCTION IN 1969: APPRECIATION LOSSES ON IMPROVEMENTS NEVER BUILT BECAUSE OF OSHD @ APPROX. $400000 per year starting 1970:	OTHER LOST INCOME BASED ON 5% OF FMV PER YEAR 7 YEARS: $1200000⁰⁰		UPDATED YEARLY & CUMULATIVE TOTALS:
1976				7 yrs $2800000⁰⁰	270000⁰⁰		$4,277,981.95
	SUB-TOTALS:			2800000⁰⁰	1470000⁰⁰		$4,277,981.95
1977				$400000⁰⁰	$290000⁰⁰		$697,383.30
	SUB-TOTALS:			$3200000⁰⁰	1760000		$4,975,365.25
1978				$400000⁰⁰	$310000⁰⁰		$723569.32
	SUB-TOTALS:			$3600000⁰⁰	$2070000		$5,698,934.57
1979				$400000⁰⁰	$330,000⁰⁰		$748558.04
	SUB-TOTALS:			$4000000⁰⁰	$2400000⁰⁰		$6,447,492.61
1980	100 HRS @ $100	$10000⁰⁰	$1800⁰⁰	$400000⁰⁰	$350000⁰⁰		$786095.74
	SUB-TOTALS	$10000⁰⁰	$1800⁰⁰	$4400000⁰⁰	2750000⁰⁰		$7,233,588.35
1981	200 HRS @ $100	$20000⁰⁰	$5724⁰⁰	$400000⁰⁰	$370000⁰⁰		$836,539.14
	SUB-TOTALS:	$30000⁰⁰	$7524⁰⁰	$4800000⁰⁰	3120000⁰⁰		$8,070127.49
1982	300 HRS @ $100	$30000⁰⁰	$12154⁰⁰	$400000⁰⁰	$390000⁰⁰		$902349.56
	SUB-TOTALS:	$60000⁰⁰	$19678⁰⁰	$5200000⁰⁰	3510000⁰⁰		$8,972477.05
1983	400 HR @ $100	$40000⁰⁰	$21542⁰⁰	$400000⁰⁰	410000⁰⁰		$746531.12
	SUB-TOTALS	$100000⁰⁰	$41220⁰⁰	$5600000⁰⁰	3920000⁰⁰		$9,719,008.17
1984	300 HRS @ $100	$30000⁰⁰	$30819⁰⁰	$400000⁰⁰	430000⁰⁰		$952291.56
	SUB-TOTALS	$130000⁰⁰	$72039⁰⁰	$6000000⁰⁰	4350000⁰⁰		$10,871,299.73
1985	200 HRS @ $100	$20000⁰⁰	$39967⁰⁰	$400,000⁰⁰	450000⁰⁰		$982830.98
	SUB-TOTALS	$150000⁰⁰	$112006⁰⁰	$6400000⁰⁰	4800000⁰⁰		$11,854,130.71
1986	100 HRS. @ $100	$10000⁰⁰	$46241⁰⁰	$400,000⁰⁰	470000⁰⁰		$99059525
	SUB-TOTALS:	$160000⁰⁰	$158247⁰⁰	6800000⁰⁰	5270000⁰⁰		$12,844,725.96
1987	JAN thru APR (JUNE)		$16973⁰⁰	$200000⁰⁰	245000⁰⁰	6 Months ESTIMATE	461973.00
	SUB-TOTALS	$160000⁰⁰	$175220⁰⁰	$7000000⁰⁰	5515000⁰⁰	NOT INCL. [illegible] 1987 [illegible]	13306698.96

Irving L. Larson

IR[illegible]G LARSON'S EXPENSE ONLY
CAUSED BY OREGON STATE HIGHWAY DIVISION,
OREGON DEPARTMENT OF TRANSPORTATION AND OREGON
ATTORNEY GENERAL OFFICE IN THE AREA OF I-5 & HAINES RD. EXIT # 293

	Initials	Date
Prepared by	[illegible]	3/1/86
Approved by	&	3/4/87

	"IRV" LABOR @ $37.50 PER HR.	MILEAGE @ IRS OR LESS	TEL.	MISC.	PER DIEM	INTEREST	APPRAISALS	Attorney Fees	TOTAL [NOT incl. Dr-Way, Lost Appreciation, & LOST Income]
1975:									
1976: [BASED ON 25% OF YEAR 1980	$ 4,293.75	$ 190.65	$ 110.07	$ 25.00	$ 369.23	$ 2576.25 Labor $ 114.17 Mileage $ 6[illegible] Tel. $ 221.37 Per Diem $ 13.00 Misc.			$ 7781.25
1977: [BASED ON 25% OF YEAR 1980]	$ 4,293.15	$ 190.65	$ 110.07	$ 25.00	$ 369.23	$ 2061.00 Labor $ 91.51 Mileage $ 52.54 Tel. $ 177.23 Per Diem $ 12.00 Misc.			$ 7383.30
1978: [BASED ON 50% OF YEAR 1980]	$ 8,587.50	$ 381.30	$ 220.18	$ 50.00	$ 738.46	$ 3091.30 Labor $ 137.27 Mileage $ 79.26 Tel $ 265.85 Per Diem $ 18.00 Misc.			$ 13569.32
1979: [BASED ON 75% OF YEAR 1980]	$ 12881.25	$ 571.95	$ 330.27	$ 75.00	$ 1107.69	$ 3091.30 Labor $ 137.27 Mileage $ 79.26 Tel. $ 265.85 Per Diem $ 18.00 Misc.			$ 18558.04
AUDITED BY IRS 1980:	$ 17,175.00	$ 762.[illegible]	$ 44[illegible]	$ 100.00	$ 1476.92	$ 2848.88 Labor $ 134.20 Mileage $ 75.51 Tel. $ 265.27 Per Diem $ 17.00 Misc.	$ L. MONSCATA 1000.00		$ 24295.74
AUDITED BY IRS 1981:	$ 34,125.00	$ 1910.00	385.47	$ 88.76 $ 183.71	$ 618.50	$ 1357.51 Labor $ 93.36 Mileage $ 21.33 Tel.	$ R.J. FRANK 2031.50		$ 40815.14
1982:	$ 33937.50	$ 1381.40	$ 447.00	$ 770.82	$ 1395.00	$ 29710.59	$ 2551.25		$ 70195.56
1983:	$ 31012.50	$ 2007.00	$ 413.95	$ 644.08	$ 1386.00	$ 28698.82	$ 900.00	$ 9932.77	$ 74989.12
Sub-Totals:	$ 146,306.25	$ 7395.55	2459.41	$ 1962.37	$ 7455.03	$ 75794.04	$ 6482.75	$ 9932.77	$ 252788.17
1984:	$ 6450.00	$ 271.40		$ ① 2195.16		$ 52556.00			$ 61472.56
Sub-Totals:	$ 152756.25	$ 7666.95	$ 2459.41	$ 4157.53	$ 7455.03	$ 128350.04	$ 6482.75	$ 9932.77	$ 319260.73
1985:	$ 7087.50	$ 662.13		$ 2.35		$ 65112.00			$ 72863.78
SUB-TOTALS 1/31/85	$ 159843.75	$ 8329.08	$ 2459.41	$ 4159.88	$ 7455.03	$ 193462.04	$ 6482.75	$ 9932.77	$ 392124.71
1986:	$ 5737.50	$ 332.01		$ 9.74		$ 58275.00			64354.25
SUB-TOTAL:	$ 165581.25	$ 8661.09	$ 2459.41	$ 4169.62	$ 7455.03	$ 251737.04	$ 6482.75	$ 9932.77	$ 456478.96

[Part only of ATTY. BILLS]

① INCL. PREPARATION OF INCOME TAX IN THE AMT. $ 975.97
RELOCATION OF DRAIN FROM BASEMENT THAT WAS PLUGGED BY O-DOT CONTRACTOR FLOODED BASEMENT } $ 694.83

1986

10[illegible]
0[illegible]
MISC. [illegible]
LABOR [illegible]
MILEAGE [illegible]32.01
[illegible]

198
HR.
LABOR $ 5737.50
Mileage $ 332.
MRG INTEREST IRV ONLY
JAN
FEB
MAR.
APR.
MAY
JUNE
SUB-TOTAL
JULY
AUG.
SEPT.
OCT
NOV.
DEC
$ 58275.
INTEREST

[NOT incl. Dr-Way, Lost Appreciation, & LOST Income]

		PER HR.	OR LESS							
	1975:									
[BASED ON 25% OF YEAR 1980]	1976:	$4,293.75	$190.65	$110.09	$25.00	$369.23	$2570.25 Labor 114.97 Mileage 6[illegible] Tel [illegible] Per Diem 15.00 Misc.			$7781.75
[BASED ON 25% OF YEAR 1980]	1977:	$4,293.15	$190.65	$110.09	$25.00	$369.23	$2061.50 Labor 91.51 Mileage 52.84 Tel. 177.23 Per Diem 12.50 Misc.			$7383.30
[BASED ON 50% OF YEAR 1980]	1978:	$8,587.50	$381.30	$220.18	$50.00	$738.46	$3091.50 Labor 137.27 Mileage 79.26 Tel 265.85 Per Diem 18.00 Misc.			$13569.32
[BASED ON 75% OF YEAR 1980]	1979:	$12,881.25	$571.95	$330.27	$75.00	$1107.69	$3091.50 Labor 137.27 Mileage 79.26 Tel. 265.83 Per Diem 18.00 Misc.			$18558.04
AUDITED BY IRS	1980:	$17,175.00	$762.00	$440.36	$100.00	$1476.92	$2848.88 Labor 134.20 Mileage 75.51 Tel. 265.27 Per Diem 17.00 Misc.	$ T. MONSCATA 1000.00		$24295.74
AUDITED BY IRS	1981:	$34,125.00	$1910.00	$385.47	$88.76 $183.71	$618.50	$1357.51 Labor 93.36 Mileage 21.33 Tel.	$ R.J. FRANK 2031.50		$40815.14
	1982:	$33937.50	$1381.40	$447.00	$770.82	$1395.00	$29710.59	$2551.25		$70195.56
	1983:	$31012.50	$2007.00	$415.95	$644.08	$1385.00	$28698.82	$900.00	$9932.77	$74989.12
Sub-Totals:		$146,306.25	$7395.53	$2459.41	$1962.37	$7455.03	$75794.04	$6482.75	$9932.77	$257788.17
	1984:	$6450.00	$271.40		$①2195.16		$52556.00			$61472.56
Sub-Totals:		$152756.25	$7666.95	$2459.41	$4157.53	$7455.03	$128350.04	$6482.75	$9932.77	$319260.73
	1985:	$7087.50	$662.13		$2.35		$65112.00			$72863.98
Sub-Totals 1/31/85		$159843.75	$8329.08	$2459.41	$4159.88	$7455.03	$193462.04	$6482.75	$9932.77	$392124.71
	1986:	$5737.50	$332.01		$9.74		$58275.00			$64354.25
SUB-TOTAL:		$165581.25	$8661.09	$2459.41	$4169.62	$7455.03	$251737.04	$6482.75	$9932.77	$456478.96

1986

① INCL. PREPARATION OF INCOME TAX IN THE AMT. $975.97
RELOCATION OF DRAIN FROM BASEMENT THAT WAS PLUGGED BY O-DOT CONTRACTOR FLOODED BASEMENT } $694.83

[Part only of ATTY. BILLS]

MISC.
LABOR
MILEAGE
$

198
HR.
LABOR $ 5737.50
Mileage $ 332.
1986 INTEREST IRV ONLY
JAN $
FEB
MAR.
APR.
MAY
JUNE
SUB-TOTAL
JULY
AUG.
SEPT.
OCT
NOV.
DEC. $ 58275.
INTEREST

IRV LARSON ONLY:
1986 ONLY
SUB-TOTAL:
$
$ 64354.
1985 CUMULATIVE:
SUB-TOTAL $ 392124.
IRV EXPENSES ONLY
1986 CUMULATIVE
$ 456478.96
NOT INCL. LAND TAKEN, SLOPE EASEMENTS, DAMAGE TO REMAINDER

G. BURTON WOOD

Biographical Sketch

1. Birthplace: Medford, Oregon
2. Attended Oregon State University & University of Oregon as an undergraB.S. 1938 U. of O.
3. After several years in business, returned to OSU and received MS Agricultural Economics.
4. Received Ph.D Degree in Agricultural Economics (Marketing) from th Wisconsin - 1945.
5. Assistant Director of Research, Farm Credit Administration of St. Paul (1 year).
6. Senior Economist, U. S. Department of Agriculture, Washington, D.C. (1 year).
7. To Purdue University (Indiana) in charge of teaching and research in agricultural marketing and management (7 years).
8. Head of Department of Agricultural Economics, Oregon State University, from J to 1966.
9. Appointed Director of Oregon Agricultural Experiment Station and Associate Dean of Agriculture in January 1966.
10. Member, National Committee on Agricultural Policy of the Farm Foundation, Chicago, 1953-68 (Chairman, 1953-55 and 1964-66).
11. Member, 14-man Advisory Committee to Secretary of Agriculture Benson, January-August 1953.
12. Member, 18-man National Agricultural Advisory Commission appointed by President Eisenhower, September 1953-January 31, 1956.
13. Member, Board of Trustees and Executive Committee of the American Institute of Cooperation (Washington, D.C.) 1953-64 (Chairman 1953-57).
14. Member, Advisory Council of the Agricultural Commission of the American Bankers Association, 1953-67.
15. Past President, Western Agricultural Economics Association. Trustee, 1971-75
16. Member, five-man Advisory Board of Commodity Credit Corporation, Washington, D.C. 1957-61.
17. Advisor to the Agricultural Committee of the Oregon Bankers Association.
18. In 1961, visited 18 foreign countries in round-the-world study of agricultural economics teaching and research programs for the Agriculture Development Council, NYC.
19. Member, Advisory Committee on Economic Forecasting to the State of Oregon appointed by Governor Hatfield, 1963-67.
20. Member, Agricultural Committee of U.S. Chamber of Commerce, 1964-68; and U.S. Chamber of Commerce Regional & Natural Resources Development Group Committee, 1966.
21. Member of National Experiment Stations Committee on Organization and Policy, 1967-72; and Legislative Committee of National Experiment Stations Committee on Organization and Policy. (Chairman of ESCOP 11/69 to 11/70).
22. Chairman, Western Association of Agricultural Experiment Station Directors, 1972-73
23. Director, Citizens Bank of Corvallis, Corvallis, Oregon 1957 - Chairman 1975-80
24. Director and Board Chairman, Oregon State University Bookstores, Corvallis, 1960-75
25. Director, Corvallis Chamber of Commerce, 1972-74.
26. President, Rotary Club of Corvallis, July 1968 to July 1969.
27. Member, Board of Governors, Agricultural Research Institute, Washington, D.C. 1970-72
28. Member, National Panel, American Arbitration Association, New York, 1971-75
29. Member, Board of Trustees, Agricultural Research Foundation.

ROW

June 26, 1987

Irving Larson
11720 SW 68th Avenue
Tigard, OR 97223

I have asked our Right of Way Section to provide me with information relating to the acquisition of your property at 68th and Clinton in Tigard. It is my understanding that the right-of-way was acquired by final judgment on August 1, 1983, and that you and members of your family received a total of $150,000 as compensation.

The report you handed me dated June 10, 1980, primarily concerns a proposal to trade surplus highway land for property that was needed for highway construction. Since the property needed for highway construction was acquired some time ago by final judgment, there is no longer a basis for a land trade.

The property you are interested in has been declared surplus and will be offered for sale at public auction. Oregon statute requires that surplus property be appraised and then advertised for four weeks before it is sold. This process will take approximately two to three months.

I have asked the Right of Way Section to notify you of the sale date so that you may participate in the auction. Please let me know if there is other information we may provide.

Robert N. Bothman
Director

bc: Larry Rulien
E. S. Hunter
Rick Kuehn
J. B. Boyd - Please take appropriate action regarding notification of sale date.

RH:lh gls

R.N. BOTHMAN

FOR Y^R^ INFORMATION

IRVING (IRV) LARSON

11720 SW 68th Ave. **Tigard, Ore., 972[illegible]**

Phone: Area (503) 639-1497

Consultant for the Minimization of Red Tape in Government

a member of AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS ASPC

Real Estate Broke[illegible]ments
Property Manageme[illegible]s

RECEIVED
STATE HWY ENGR
JUN 12 '87
REFER TO
Ed Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X	by 6-24			

RECEIVED
DOT DIRECTOR
JUN 12 '87
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

6-12

NOTED
ROBERT N. BOTHMAN

June 10, 1980

File No. 50345
50346
50347

Section N.Tigard - S.Tigard
Highway Pacific
FAP I-5-5(70)293

To date we have been unsuccessful in getting the Oregon State Highway Division of the Department of Transportation to trade their surplus land in the N.W. corner of Block 14 (S.W. 67th Ave. and S.W. Clinton Street, Washington County, near Tigard, Oregon) to us for land we own in Block 14 that is needed for proposed highway construction.

Completion of the trade would allow us to vacate S.W. 67th Avenue South of Clinton Street and North of the proposed construction. This procedure would of course eliminate any claim that we have made or propose to make for damages to Block 13 because takings of 12,500 sq. ft. File 50347 and 5,884 sq. ft. Parcels 2, 3 and 5, File 50345 leave only 36,616 Sq. ft. remaining in Block 13.

Neighborhood Planning Organization No. 4 Policy No. 25 requires a minimum of one acre in this "Office Park" designated area for development.

The denial of our being able to put together at least one acre of land South of S.W. Clinton Street makes our remaining 36,616 sq. ft. practically worthless.

The denial of the trade and our vacating S.W. 67th Avenue between S.W. Clinton Street and the proposed highway off-ramp from I-5 to S.W. 68th Avenue will undoubtedly stop the Qualico Construction Co. of Beaverton from proceeding with their $10,000,000 Office Building development in Blocks 7, 8, and remainders of Blocks 13 and 14.

The Qualico construction plans are in tune with the "super-block" concept originated by CH2M consultants many years ago and adopted by all progressive builders in the area to date. It would be in line with the City of Tigard Planning Commission and the Tigard City Council both of whom have already approved the NPO plans for the Tigard Triangle. Four years of public planning plus considerable professional help and public hearings have gone into the plan. No objections were voiced at any of the public hearings.

[illegible]

copies [illegible]

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CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

HIGH LIGHTS OF THE LARSON FAMILY "JOINT VENTURE":

In the early 1970s when it became evident that our area was destined to be commercial we decided to go along with the trend.

May 1964 Final Judgement for the Oregon State Highway Dept. passed title to the North 100 ft. of Block 14 to O.S.H.D. for a plan at that time which was to have the frontage road to I-5 on S.W. 66th Ave. South of Dartmouth Street then go North diagonally through Block 14 to S.W. 67th Avenue and S.W. Clinton Street. O.S.H.D. plans in the neighborhood have changed since then many many times. We could do nothing with our property but pay taxes and wait.

Mar. 18, 1952 Recorded "Declaration of Restrictions"dated June 11, 1951 for Blocks 7 and 8. Book 330, Page 337.

Nov. 3, 1972 Recorded "Cancellation of Declaration of Restrictions" Book 895, Page 510.

May 29, 1980 Recorded the same "Cancellation of Restrictions" with Donald and Doris Hartig's signature added at there request. No. 80019183

Dec. 21, 1978 Ken Rolfe's letter from O.S.H.D.

June 25, 1979 My letter to O.S.H.D. advising that current plans would not leave an acre remaining in Block 13 and requesting that the off-ramp be moved South enough so that Block 13 would have an acre remaining so it would comply with one acre minimum for development in accordance with N.P.O. Policy No. 25.

July 11, 1979 Letter from Kenneth Rolfe, Regional R/W Supervisor denying my request. (Note "dogleg" in existing approved plans as a result of denying my request) Why?

Aug. 23, 1979 Letter from Marvin G. McEldowney, Regional Appraiser, O.S.H.D. transmitting "Preliminary, Subject to Change" right of way map "which shows the right of way change as it effects your property" - typical sample of the many changes over the years.

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Real Estate Broker and Investment Property Management and Appraisal

Oct. 23, 1979 Our letter to O.S.H.D. offering to trade our 100' x 100' 10,000 sq. ft. for their surplus land in the Northwest corner of Block 14

Oct. 25, 1979 Kenneth Rolfe's letter stating . . . "There is a possibility this can be done after the Engineering Department is fully satisfied none of the property will be needed". . . . . "Possibly we will be in a position to discuss this when we commence negotiations with you for your property, which I hope will be in the next two weeks".

March 20, 1980 John E. Baker, Right of Way Agent, O.S.H.D. offer:

File 50345 to Irving L.& Jennie E. Larson For takings and damages to remainder in Blocks 8, 9, 13 and 14	$50,500
File 50346 to Jennie E. Larson For takings and damages to remainder in Block 8	$ 3,300
File 50347 to G. Burton & Ramona E. Wood and Irving L. & Jennie E. Larson	$34,400
O.S.H.D. Total Offer:	$88,200

File 50347 is a "total take" of 12,500 sq. ft. which computes to an offer of approx. $2.75 sq.ft.

I do not have access to the O.S.H.D. appraisals supporting these offers, but apparently their appraisers have not considered the gross damages to the remainder of 36,616 sq.ft. in Block 13.

File 50345 involves six parcels in Blocks 8, 9, 13 and 14 totaling 16,386 sq. ft., permanent slope easements in Blocks 8 and 9 plus damages in Block 9 because road construction at stations 57 and 58 will result in the property being 6 ft. below grade with impossible access and gross damage to existing average quality concrete block residence with daylight basement. Remainders of our land in Blocks 8, 9 and 13 will be irregular shapes.

File 50346 involves two parcels in Block 8 totaling 859 sq. ft. plus damages to the remaining 69,141 sq.ft. owned by members of the Larson Joint Venture because of reduced size and irregular shape.

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Property Management and Appraisals

Mar. 31, 1980 Our letter to O.S.H.D. offering to settle all Files for $205,100 plus trade. We offered to let O.S.H.D. and/or its highway construction contractor use the "now designated surplus land" until construction is completed without charge providing the O.S.H.D. and its construction contractor(s) assume all liability.

April 21, 1980 Our letter to O.S.H.D. Attn. J. B. Boyd, Right of Way Manager again offering to trade and settle for $184,590. (This offer of settlement by us was for land and damages in Blocks 8, 9, 13 and 14 Files 50345, 50346 and 50347) It claimed a maximum of $6.30 per sq. ft. for takings in Blocks 8 and 13 and nothing for land taken in Block 9. In that letter we asked damages and slope easements for all files of only $61,778 (included in the $184,590). We also reminded the O.S.H.D. of our negotiations with QUALICO Construction Co. to build a $9,000,000 to $10,000,000 Office Complex in the remainder of Blocks 7 and 8 using also Blocks 13 and 14.

May 9, 1980 I stopped in Mr. Boyd's office in the Oregon Department of Transportation Building in Salem to make inquiry about whether a decision had been made about the "trade" of State surplus land for our 10,000 sq. ft. facing S.W. 66th Avenue in Block 14. Mr. Boyd was out of the office. Mr. Rod Henry, Assistant Right of Way Manager stated that he "knew all about it". He stated that the O.S.H.D. may need more right of way than now planned. (This comment is contrary to Mr Boyd's statement several weeks ago that Right of Way plans for the project are now final!) Mr. Henry also stated to me: "You expect us to make you rich".

May 7, 1980 We petitioned Washington County to vacate S.W. 67th Avenue South of S.W. Clinton Street to the proposed O.S.H.D. off ramp from I-5 to S.W. 68th Avenue. It was hoped that this approximate 9,750 sq. ft. could be added to the remaining 36,616 sq. ft. in Block 13 thereby eliminating our need to claim damages from O.S.H.D. because the remainder in Block 13 would not have an acre in accordance with N.P.O. Policy No. 25

RVING (IRV) LARSON
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May 16, 1980 Kenneth Rolfe, Regional R/W Supervisor, State Highway letter to Roger Shogren, Department of Public Works Washington County protests vacation of "that portion of 67th Avenue at this time". The letter also states "As soon as this project is completed, we would have no objections to this vacation. As adjacent property owners, we would expect half of the street would go to State ownership".

May 20, 1980 Washington County letter from Roger Shogren, Engineering Technician reviewing our vacation proposal and the fact that it will probably fail due to the continued O.S.H.D. planning limbo in the area and offering to refund our filing fee.

May 20, 1980 Kenneth Rolfe, Regional Right of Way Supervisor Oregon State Highway Division, stated that he thinks all the property being taken by the Oregon State Highway Division in the area should be appraised as residential property.
My first question after that comment would be: "If its residential why would Allstate Insurance Co. want to buy property in Block 13 (S.E. corner of S.W. 68th Avenue and Clinton St.) for a regional office in 1972?" Why would Qualico Const. Co. offer 60¢ per square foot per year for lease of land for office buildings in the same area? Landmark Ford sales agency has existed in the same "super-block" joining our property for more than 12 years. Architectural offices are now located in Block 7 North of Clinton Street. There has never been any objection to commercial development in the area or to the Comprehensive Plan of "Office Park" between Farmers Insurance Co. and Oregon Education Association complex and between S.W. 68th Avenue and Interstate 5.

May 21, 1980 We offered to settle File 50347 12,500 sq. ft. in Block 13 @ $6.00 per sq. ft. providing we were paid $75,000 prior to the end of May 1980. We received no reply from the O.S.H.D.

also on
May 21, 1980 (both hand carried to Mr Boyd's office in Salem by Jennie E. Larson) her offer to settle File 50346 involving two takings totaling 859 sq. ft. @ $6.00 per sq. ft. plus damages on the remaining approximate 69,000 sq. ft. in Block 8 @ 10¢ per square ft. because of odd remaining shaped area. Total offered to settle for land taken and damages File 50346: $12,054
File 50346 data above is from memory. We've lost our copy, but any amount in the $12,000 range will be satisfactory and will include $500 damages to each of our two daughters who own property in Block 8 and are partners in the Larson Joint Venture.

Jennie E. Larson received no reply from the O.S.H.D.

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June 2, 1980 Mr. Boyd was "out" as per usual. I left the following note in his office:

"Reference is made to Mr. Henry's letter dated 5/13/80 to me re File 50345. We still have not been furnished "firm" construction plans for our appraiser. We are willing to donate the land needed in Block No. 9 per plans received in March 1980. Its the damages to remainders in Blocks 9 and 13 that concerns us. What can we do to expedite settlements by O.S.H.D. Files 50346 and 50347? Dr. Wood and his wife (Co-owners file 50347) are getting very unhappy!
s / Irv "

June 9, 1980 Mr. Henry stated that we should furnish more compareable sales in the immediate area. My question to this would be: How can we furnish sales of compareable property in the immediate area if there are none?

SUMMARY

In 1964 the O.S.H.D. bought or took possesstion of property on all four sides of our 100' x 100' site in Block 14 and therefore stopped us from ever being able to buy sufficient land for logical development. This O.S.H.D. land on three sides was never used for highway construction and possibly never will be used for highway construction. The O.S.H.D. procedures followed in the area for many years have prevented us from doing anything logical with our property.

Now the State wants to take so much land from us in Block 13 that the remainder will be worthless. The State has refused to trade property so we could vacate S.W. 67th Avenue and have sufficient land to qualify with the requirements of N.P.O. Policy No. 25.

Instead of the State cooperating with us now so we can go ahead with a much needed development they want to buy more land and/or acquire land by "vacation" of S.W. 67th Avenue at some indefinate date in the future "when the construction project is completed" which may never happen.

Our plan would put O.S.H.D. surplus land back on the Washington county and city of Tigard tax roles and allow us to again carry on in an orderly manner. The delay of the O.S.H.D. construction would have nothing to do with our going ahead with our plans. We need the income from our proposed development to pay for sewers to the area. Irving Larson

June 10, 1980

R. N. BOTHMAN

I STILL HAVE NO INFORMATION FROM O-DOT AS TO WHAT AND WHO THE $150,000 WAS FOR PAID TO US 1980 - 1982 6/11/87

	Initials	Date
Prepared By		3/1/86
Approved By		3/4/87

IRVING LARSON'S EXPENSES ONLY

CAUSED BY OREGON STATE HIGHWAY DIVISION, OREGON DEPARTMENT OF TRANSPORTATION AND OREGON ATTORNEY GENERAL OFFICE IN THE AREA OF I-5 & HAINES RD. EXIT #293

	"IRV" LABOR @ $37.50 PER H.R.	MILEAGE @ IRS OR LESS	TEL.	MISC.	PER DIEM	INTEREST	APPRAISALS	Attorney Fees	TOTALS
1975:									
1976:	$4,293.75	$190.65	$110.01	$25.00	$369.23	$2576.25 Labor $114.17 Mileage $66.[illegible] Tel. $221.54 Per Diem $15.00 Misc.			$7781.95
BASED ON 25% OF YEAR 1980									
1977:	$4,293.15	$190.65	$110.07	$25.00	$369.23	$2061.00 Labor $91.51 Mileage $32.54 Tel. $177.23 Per Diem $12.00 Misc.			$7383.30
BASED ON 25% OF YEAR 1980									
1978:	$8,587.50	$381.32	$220.18	$50.00	$738.46	$3091.50 Labor $137.27 Mileage $79.26 Tel. $265.85 Per Diem $16.00 Misc.			$13569.32
BASED ON 50% OF YEAR 1980									
1979:	$12,881.25	$571.95	$330.27	$75.00	$1107.69	$3091.50 Labor $137.27 Mileage $79.26 Tel. $265.85 Per Diem $18.00 Misc.			$18558.04
BASED ON 75% OF YEAR 1980									
AUDITED BY IRS 1980:	$17,175.00	$762.00	$44[illegible]	$100.00	$1476.92	$2848.88 Labor $134.20 Mileage $75.51 Tel. $265.27 Per Diem $17.00 Misc.	$ L. MONSCATA 1000.00		$24295.74
AUDITED BY IRS 1981:	$34,125.00	$1910.00	$385.47	$88.76 $183.71	$618.50	$1357.51 Labor $93.36 Mileage $21.43 Tel.	$ R.J. FRANK 2031.50		$40815.14
DOCUMENTED 1982:	$33937.50	$1381.40	$447.00	$770.82	$1395.00	$29710.59	$2551.25		$70195.56
DOCUMENTED 1983:	$31012.50	$2007.00	$413.95	$644.08	$1395.00	$28698.82	$200.00	$9932.77	$74[illegible]89.12
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DOCUMENTED 1984:	$6,450.00	$271.40		$① 2195.16		$52556.00			$61472.56
Sub-Totals:	$152756.25	$7666.95	$2459.41	$4157.53	$7455.03	$128350.04	$6482.75	$9932.77	$319260.73
DOCUMENTED: 1985:	$7,087.50	$662.13		$2.35		$65112.00			$72863.98
SUB-TOTALS	$159843.75	$8329.08	$2459.41	$4159.88	$7455.03	$193462.04	$6482.75	$9932.77	$392124.71
1986:	$5737.50	$332.01		$9.74		$58275.00			$64354.25
SUB-TOTAL:	$165581.25	$8661.09	$2459.41	$4169.62	$7455.03	$251737.04	$6482.75	$9932.77	$456478.96

9615

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
9615

DATE: June 2, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-5(73)293

Contract 9615, Work Completed June30, 1986
Project N. Tigard Intch.-S. Tigard Intch.
Highway Pacific
County Multnomah, Clackamas & Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 30, 1987

LMH

Dale E. Wilken
Division Administrator

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
JUN 9'87
REFER TO
FOR
info [illegible] [illegible] [illegible] [illegible] act [illegible]

RECEIVED
JUN - 3 1987
OREGON DIVISION

NOTED
LARRY RULIEN

Form 734-3122 (1-87)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 22 '87
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE March 2, 1983

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:

North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK

Referencing and remonumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/2/83 as requested in Mr. Fredrickson's letter of 5/5/87 as being cost effective for the use of Washington County forces to proceed with the above work.

State Force Order No. 14 is approved to a TEC of $1,862; Federal Funds $1,717.

14. DATE 5/15/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 22 '87
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE January 8, 1987

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Pavement grinding work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/8/87 as requested in Mr. Fredrickson's letter of 5/5/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $2,000; Federal Funds $1,844.

14. DATE 5/18/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

May 6, 1987

CON 5 - 9615

Anderson's Erosion Control Inc.
P. O. Box 205
Junction City, OR 97448

Attention: Clara Fay Anderson
President

We have received a copy of your letter dated April 13, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY:	Anderson's Erosion Control, Inc.
AMOUNT:	$52,252.00
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR)	Donald M. Drake Company
CONTRACT NO:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Co.
1740 N.W. Flanders
Portland, OR 97209

bc: Bryant Jackmond
FKN:slp

NOTED ON CARD
5 8 87 slp

Anderson's
EROSION CONTROL
INC.

P.O. Box 205
Junction City, Oregon 97448
Phone (503) 998-2062

April 13, 1987

Secretary of State
Public Records Section
143 Capital
Salem, OR 97310

To whom it may concern:

Notice is hereby given that the undersigned Anderson's Erosion Control, Inc. has a claim for furnishing labor and materials to perform landscaping in the sum of $52,252.00 against the bond taken from the principle Donald M. Drake Co. whose surety is United Pacific Insurance Co. for work performed on North Tigard Interchange - South Tigard Interchange, Oregon State Department of Transportation Contract No. 9615.

Clara Fay Anderson
Clara Fay Anderson
President

cc: Donald M. Drake Co.
United Pacific Insurance Co.
Oregon State Department of Transportation

RECEIVED
APR 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

member of international erosion control association, inc.

CON 5 - 9615

Memo to the Files

March 24, 1987

Fran Neavoll
Commission Services

Contract No. 9615
Donald M. Drake Company
N. Tigard Interchange-S. Tigard
 Interchange Section
Pacific Highway
Multnomah, Washington &
 Clackamas Counties

On Tuesday, January 13, 1987, Jack McLean, Assistant Attorney General with the Justice Department in Portland telephoned Sandi Payne of this office and asked her to procure three sets of plans on the above contract which he said were needed for an upcoming trial.

Fran Weaver of the Plans Center was contacted. It was learned that only one set was available. Since Mr. McLean needed three sets of plans, an order was taken to Photocopy to have three sets made, leaving one set on hand in the Plans Center. An order was filled out and the prefix number of Road Design was given for billing purposes.

Nancy of Photocopy came into the office of Commission Services the next day to say that it would be cost prohibitive to do such a large job on Xerox Velums and suggested we use a copy machine in the Service Center which could accommodate the pages which were 11" x 17". Also, she had already made up 25 velums at a cost of 57¢ each. She thought that the Service Center would probably be charging this office for the cost of the paper.

I advised Sandi in future to refer calls like this requesting plans to Fran Weaver, Ted Litchfield or Duane Christiansen. The request should go to the office in charge of plans -

Fran

NOTED
FRAN NEAVOLL

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-5-5(73)293

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 19'87
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
June 2, 1983

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/4/87, this will confirm the advance approval date of 6/2/83 contingent upon modification of Project Agreement if additional funds are required for the cost overrun due to a valve installation and a fire hydrant relocation. Total actual cost basis $17,956.13; Federal Funds $16,559.

The Agreement with the City of Portland, Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE
2/13/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
FEB 5'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTE
S. HUNTER

DATE: February 4, 1987

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
City of Portland
N. Tigard Interchange-S. Tigard
Interchange Section
Pacific Highway (I-5)
Washington, Multnomah & Clackamas Counties
Project No. I-5-5(73)293

Reference is made to my letter of May 26, 1983 which submitted an estimate of cost for the relocation of the City of Portland Bureau of Water Works' water facilities and to your Letter of Approval and/or Authorization, dated June 2, 1983 which approved participation in the estimated cost of $11,192. Copies of my letter and your PR-1240 are attached.

The relocation of the Bureau's water facilities has been completed and a final billing of cost, in the amount of $17,956.13, received. The final cost of $17,956.13 exceeds the estimated cost of $11,192 by $6,764.13 or 60.44%. A valve installation west of Station 417+00± was removed from the original estimate of cost by the Metro Utilities Specialist as being non-reimbursable. The water line, in which the valve was placed, is located on old street right-of-way, therefore, the cost of the valve is reimbursable. A fire hydrant relocation at S.W. 64th Avenue and S.W. Southview was removed from the original estimate as not being in conflict. The hydrant was later found to be in conflict. If these two items were included in the estimate of cost the total would be $18,966.91 which exceeds the final cost.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $17,956.13 is requested.

JMC:jh
attach.

cc: E. S. Hunter	Larry Olson
J. M. Cartwright	Rich Evans

Form 734-3122

46-5 jc

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTR[illegible]ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 3, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Revise Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/3/86 as requested in Mr. Fredrickson's letter of 12/8/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12 is approved to a TEC of $9,000; Federal Funds $8,299.

RECEIVED
STATE HWY ENGR
JAN 21 '87
REFER TO Potter
FOR

14. DATE 1/21/87

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: January 20, 1987

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Appearance of Mr. Irving Larson
Before the Commission January 20, 1987
Files 50345, 50346 & 50347
S. Tigard-N. Tigard Section
Pacific Highway

Mr. Irving Larson, upon receipt of my letter dated January 6, a copy of which is attached, was in the Commission Office January 14, insisting on an appearance before the Commission.

The above files were settled through a stipulated judgment. The settlement agreement stipulated Mr. Larson could pursue what he terms his condemnation blight. Our attached letter did not satisfy Mr. Larson. His appearance before the Transportation Commission should, in the opinion of Mr. Sollis, be scheduled and an appropriate time given to Mr. Larson to state his feelings if he requests it.

Mr. Jack Graham talked with Mr. Larson on January 14 and felt that he would hear further if Mr. Larson wanted an audience. No word has been heard since.

JBB:jh

attach.

cc: R. N. Bothman w/attach.
John McCulloch w/attach.
Commission Services w/attach.

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 6, 1987

Mr. Irving Larson
11720 S.W. 68th Ave.
Tigard, OR 97223

RE: Receipt of Claim
Larson, et al
Files 50345, 50346 &
50347
S. Tigard-N. Tigard
Section
Pacific Highway

Dear Mr. Larson:

I have been handed your transmittal to the Oregon Department of Transportation dated December 30, 1986, and received in our Commission Office. The claim is hereby returned to you.

In your settlement of the above subject files you retained the option of a suit for condemnation blight. The Oregon Department of Transportation does not believe there is any validity to the claim and so rejects it. The only solution to the problem that you have brought to our attention is through the court having jurisdiction in matters such as these.

Yours truly,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jh

enc.

cc: R. N. Bothman
Dave Frohnmayer
John McCulloch w/attach.
Commission Services w/attach.

Form 734-3122

11720 SW 68th Ave. gard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

December 30, 1986

TO: OREGON DEPT. OF TRANSPORTATION
SALEM, OREGON

PROGRESS BILLING

RE: STATE OF OREGON v.
LARSON FAMILY JOINT VENTURE

WASHINGTON COUNTY CASES:
41-144, 41-145, 41-146

THIS IS CLAIM FOR PART OF THE "ECONOMIC DAMAGE" TO OWNERS OF THE "LARSON FAMILY JOINT VENTURE". CLAIM IS IN DIRECT PROPORTION TO THE PERCENT OF OWNERSHIP OF 150,000 SQUARE FEET IN BLOCKS 8, 9, 13 AND 14 WEST PORTLAND HEIGHTS, WASHINGTON COUNTY PRIOR TO TAKINGS OF LAND BY O-DOT AND HARRASSMENT OF OWNERS FOR MANY YEARS BY O-DOT AND OREGON AG EMPLOYEES.

Irving L. Larson
OWNER

RECEIVED
DEC 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mrs. Larson called 1-25-88
& asked to retrieve these
claims. copies made for her

11720 SW 68th Ave. **Tigard, Ore., 97223**
Phone: Area (503) 639-1497

Consultant for the Minimization of Red Tape in Government

a member of
AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

PLEASE MAKE PROMPT PAYMENTS AS FOLLOWS:

JENNIE E. LARSON 11720 S.W. 68TH AVENUE TIGARD, OREGON 97223	$5,125,020.00
IRVING L. LARSON 11720 S.W. 68TH AVENUE TIGARD, OREGON 97223	$ 3,791,660.00
JUDY (LARSON) STROJNY 1809 BRIER WAY CARMICHAEL, CALIFORNIA 95608	$ 333,330.00
DIANE (LARSON) BALDWIN 4634 193RD SE ISSAQUAH, WASHINGTON 98027	$ 333,330.00
DR AND MRS G. BURTON WOOD 1300 N.W. DIXON CORVALLIS, OREGON 97330	$ 416,660.00

TOTAL THIS PROGRESS BILLING: $10,000,000.00

Irving L. Larson, GRANTOR & NEGOTIATOR

SOURCE DOCUMENTS ARE AVAILABLE FOR REVIEW AT: TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
333 S.W. TAYLOR
PORTLAND, OREGON 97204
AND/OR 11720 S.W. 68TH AVE. TIGARD, OREGON 97223

IRVING (IRV) LARSON
11720 SW 68th Ave. Tigard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF
PROFESSIONAL
CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

	Initials	Date
Prepared By		
Approved By		

OREGON DEPARTMENT OF TRANSPORTATION
PAYMENTS TO OWNERS OF THE
LARSON FAMILY JOINT VENTURE
FOLLOWING $88,200.00 OFFER MARCH 20, 1980:

DATES OF PAYMENTS	THROUGH WASHINGTON COUNY COURTS AND DISTRIBUTED THROUGH LARSONS ATTORNEYS AS FOLLOWS	
JULY 1980	$ 17,200.00	TO: DR. AND MRS G.B. WOOD
JULY 1980	$ 8,600.00	TO: MRS JENNIE LARSON
JULY 1980	$ 25,250.00	TO: MRS JENNIE LARSON
JULY 1980	$ 33,850.00	TO: IRVING LARSON
SEPT. 1983	$ 11,124.44	TO: DR. AND MRS G.B. WOOD
SEPT. 1983	$ 20,139.20	TO: MRS JENNIE LARSON
SEPT. 1983	$ 20,139.20	TO: IRVING LARSON
SEPT. 1983	$ 9,397.16	TO: ATTORNEYS FOR LANDOWNERS
DEC. 1983	$ 1,000.00	TO: MRS JENNIE LARSON
DEC. 1983	$ 3,300.00	TO: MRS. JENNIE LARSON
TOTAL PAID THROUGH ~~OCTOBER 1985~~ DECEMBER 1986	$ 150,000.00	

I.L.

"O-DOT WAS "SLOW PAY"!
BUT EXPENSES
EXCEEDED
THE AMOUNT
WE RECEIVED.

Irv.

Documented "OUT-OF-POCKET" EXPENSES
AND LOSES TO OWNERS
OF LARSON FAMILY
JOINT VENTURE
SUBSTANTIALLY
IN EXCESS OF: $10,000,000.00 ~~$3,000,000~~ * I.L. Dec 1986

* Not including "GENERAL DAMAGES" AND "ECONOMIC DAIMAGES" TO 21 OWNERS

No. 56-2406 (8106)

OREGON DEPARTMENT OF TRANSPORTATION
PAYMENTS TO OWNERS OF THE LARSON FAMILY JOINT VENTURE
FOLLOWING $88,200.00 OFFER MARCH 20, 1980:

Prepared By	Initials	Date
Approved By		

DATES OF PAYMENTS THROUGH WASHINGTON COUNY COURTS
AND DISTRIBUTED THROUGH LARSONS ATTORNEYS AS FOLLOWS

JULY 1980	$ 17,200.00	To:	DR. AND MRS G.B. WOOD
JULY 1980	$ 8,600.00	To:	MRS JENNIE LARSON
JULY 1980	$ 25,250.00	To:	MRS JENNIE LARSON
JULY 1980	$ 33,850.00	To:	IRVING LARSON
SEPT. 1983	$ 11,124.44	To:	DR. AND MRS G.B. WOOD
SEPT. 1983	$ 20,139.20	To:	MRS JENNIE LARSON
SEPT. 1983	$ 20,139.20	To:	IRVING LARSON
SEPT. 1983	$ 9,397.16	To:	ATTORNEYS FOR LANDOWNERS
DEC. 1983	$ 1,000.00	To:	MRS JENNIE LARSON
DEC. 1983	$ 3,300.00	To:	MRS. JENNIE LARSON
TOTAL PAID THROUGH ~~OCTOBER 1985~~ DECEMBER 1986	$ 150,000.00		

I.L.

SO-DOT WAS "SLOW PAY"!
BUT EXPENSES
EXCEEDED
THE AMOUNT
WE RECEIVED.

Irv.

Documented "OUT-OF-POCKET" EXPENSES AND LOSES TO OWNERS OF LARSON FAMILY JOINT VENTURE SUBSTANTIALLY IN EXCESS OF: $10,000,000.00 ~~$3,000,000.00~~ * I.L. Dec 1986

* Not including "GENERAL DAMAGES" AND "ECONOMIC DAIMAGES" TO 21 owners or heirs covering four generations or any Travel expenses, general expenses, etc. except for IRV LARSON.

IRVING (IRV) LARSON
REAL ESTATE BROKER AND CONSULTANT
11720 S.W. 68th AVENUE
TIGARD, OREGON 97223

DAY-TIMER Time-Saver LETTER

IN REFERENCE TO:

FIRST CLASS MAIL ☐ INTER-OFFICE ☐

FOR ELDON GREEN, REGIONAL ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
PORTLAND, OREGON

HOW TO USE THIS DAY-TIMER Time-Saver LETTER TO SAVE TIME.
Type or write your reply in the space below. Then mail the white copy to us and keep the pink copy for your files. You'll save time and effort, and we'll have your answer much faster! Thank you.

MESSAGE

DATE: DECEMBER 30, 1986

THE LIFE OF A WHISTLEBLOWER IS NOT EASY!

IT NOW APPEARS THAT I HAVE BEEN FINANCIALLY AND PHYSICALLY DAMAGED MORE THAN ANY WHISTLEBLOWER EVER INCLUDING THE FAMOUS ERNEST FITZGERALD AND JOHN STANTON.

WE WANT TO AVOID CONTINUED GIGANTIC OUT-OF-POCKET EXPENSES AND LOSES FORCED ON US OVER MANY YEARS BY O.S.H.D, O-DOT & OREGON AG OFFICE. THE RETALIATION AGAINST ME HAS EFFECTED MANY INNOCENT PEOPLE INCLUDING ALL MEMBERS OF MY FAMILY AND OTHER OWNERS OF THE "LARSON FAMILY JOINT VENTURE" FOR DEVELOPMENT.

YOUR SUGGESTIONS AS TO WHAT TO DO NEXT ARE REQUESTED.
OUR PROGRESS BILLING TO O-DOT FOR $10,000,000.00
IS ATTACHED PLUS A FEW FACTS I THINK YOU SHOULD KNOW

BY Irving L. Larson

REPLY

DATE.

BY

RE ORDER FORM No [illegible] DAY-TIMERS, Allentown, Pa [illegible]

IRVING (IRV) LARSON
11720 SW 68th Ave.
Tigard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF
PROFESSIONAL
CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

REFERENCE MATERIAL USED DURING THE INVESTIGATION

COMPTROLLER GENERAL REPORT TO THE CONGRESS OF THE UNITED STATES
Fraud In Government Programs:
--How Extensive is it?
--How Can It Be Controlled?

Volume I	AFMD-81-57	May 7, 1981
Volume II	AFMD-81-73	September 30, 1981
Volume III	AFMD-82-3	November 6, 1981

U. S. GENERAL ACCOUNTING OFFICE "Publications List" June 30, 1981

COMPTROLLER GENERAL REPORT TO THE CONGRESS OF THE UNITED STATES

Impact of Eliminating the States From the General Revenue Sharing Program-- A Nine-State Assessment	GGD-80-68	June 27, 1980
Highway Safety Research And Development--Better Management Can Make It More Useful	CED-80-87	July 28, 1980
Internal Controls at Department of Transportation's Federal Highway Administration	AFMD-82-22	December 10, 1981
New Formula Needed to Calculate Interest Rate on Unpaid Taxes	GGD-81-20	October 16, 1980
"Weaknesses existed in Government appraisal practices. Acquisition costs are increased by high administrative costs and long delays in court." The report points out opportunities for Justice and ways for land acquisition agencies to expedite cases and reduce costs. It also points out ways to obtain fair and speedy trials and improve the treatment of landowners.	CED-80-54	May 14, 1980

"STANDARDS FOR AUDIT OF GOVERNMENTAL ORGANIZATIONS, PROGRAMS, ACTIVITIES, AND FUNCTIONS" By the Comptroller General of the United States.
Better known as the "yellow book" 1981 Revision

QUESTIONS and ANSWERS on the Single Audit Provisions of OMB Circular A-102 "Uniform Requirements for Grants to State and Local Governments"
Executive Office of the President - December 1981

IRVING (IRV) LARSON
11720 SW 68th Ave.
Tigard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF
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REFERENCE MATERIAL (cont.)

OFFICE OF MANAGEMENT AND BUDGET Circular A-102 Attachment P
"Audit Requirements"

OFFICE OF MANAGEMENT AND BUDGET Circular A-123
"Internal Control Systems"

OFFICE OF MANAGEMENT AND BUDGET Circular A-125
"Prompt Payment"

"FINANCIAL INTEGRITY ACT OF 1981"

U.S. DEPARTMENT OF TRANSPORTATION INTERNAL CONTROL SYSTEMS
"DOT ORDER 5100.4 dated March 31, 1982

Many years of "The Government Accountant Journal" published
by The Association of Government Accountants

February 18, 1979.

TO: Oregon State Highway Commission
Salem, OR

SUBJECT: Proposed right-of-way acquisition and highway improvements at I-5 and Haines Exit No. 293 - purchases of parcels No. 50345 (4 separate sites), 50346, 50347 in Blocks No. 8, 9, 13 and 14 in Washington County, State of Oregon.

For many years the above subject property has been part of the Irving Larson Family Joint Venture for development purposes. In view of this the principals involved request that the various parcels named above be considered part of a jointly-owned unit consisting of 150,000 square feet.

The undersigned, being all of the owners of the above described property and all of the members of the Irving Larson Family Joint Venture, do hereby designate Irving L. Larson, 11720 SW. 68th Avenue, Tigard, OR 97223, as their agent with the Oregon State Highway Commission in all negotiations.

Irving L. Larson shall have authority to negotiate purchases for subject takings, damages to remainders of family property, new driveway accesses, land trades for State Highway Division excess land, adjoining "land locked" areas as a result of subject highway project, and cooperate with State Highway Division and other state and local government agencies relative to construction of sewer facilities on SW. 68th Avenue prior to highway construction, with a view to reaching a tentative agreement on these matters with the Oregon State Highway Commission. Any tentative agreement reached shall be submitted to the undersigned for final approval.

Mrs. Jennie E. Larson
Jennie E. (Jackson) Larson

Judy Strojny
Judy (Larson) Strojny

Diane Baldwin
Diane (Larson) Baldwin

S/ G. Burton Wood
G. Burton Wood

S/ Ramona E. Wood
Ramona E. (Jackson) Wood

Irving L. Larson
Irving L. Larson

[Originals on File O.S.H.D.]
OR
AG OFFICE

PARKS, MONTAGUE, ALLEN & GREIF
(WHITE, SUTHERLAND, PARKS & ALLEN)
ATTORNEYS AND COUNSELORS AT LAW
1200 JACKSON TOWER
PORTLAND, OREGON 97205
(503) [illegible]4-4840

R. HORTON
ENT ROBERTS

THOMAS J. WHITE
OF COUNSEL

TELEX 360-634
CALL BACK "SEA LAW PTL"

September 13, 1983

Mr. William G. Sheridan, Jr.
Attorney at Law
Tooze Kerr Marshall & Shenker
333 S.W. Taylor Street
Portland, Oregon 97204

Dear Bill:

Re: State v. Larson, et al

I enclose our trust account check payable to the Tooze firm in the amount of $9,397.16 in full payment of the August 1, 1983, statement issued in this case.

The settlement has been fully paid and, with the exception of final determination of the amount to be paid to Commerce Mortgage Company, it has been distributed. I am working with Erich Hoffmann on this matter and it should be resolved within a week.

That leaves us with our condemnation blight counterclaim. I will monitor my advance sheets and other sources reporting appellant decisions for some indication of the appellant rulings we are expecting in this case, and I would ask you to do the same. When those decisions are handed down we can reevaluate the strength of our counterclaim and advise our clients.

In the meantime, I would propose to take a very low profile on this case and not do anything until we are contacted by the court. Do you have any objection to this or can you think of anything else that we should be doing at this stage?

Very truly yours,

Farrand M. Livingston

FML:mls
Enclosure

cc: Mr. and Mrs. Irving Larson
Mr. and Mrs. C. Burton Wood

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PARTIAL INDEX OF UNRESOLVED ISSUES

	AMOUNT OF LOSS AND/OR OUT-OF-POCKET EXPENSE	NAME OF VICTIM(S)
FRIVOLOUS LAW SUITS STARTED BY O-DOT WITH ASSISTANCE OF OREGON AG EMPLOYEES & WITH PUBLIC FUNDS [BOTH FED. & STATE]	IN EXCESS OF $1,000,000	"OWNERS"
LOSS OF APPRECIATION FOR CONSTRUCTION [DEVELOPMENT] NOT FEISABLE BECAUSE OF CONDEMNATION BLIGHT & QUARTER CENTURY OF "PLANNING LIMBO" BY OREGON STATE HIGHWAY DEPARTMENT [NOW DIVISION] OF OREGON DEPT OF TRANSPORTATION PER MARSHALL & SWIFT VALUATION SERVICE	APPROX. $7,000,000	"OWNERS"
LOSS OF INCOME 1977 Thru 1986 BASED ON AVERAGE OF $250,000 PER YR. X 10:	APPROX. $2,500,000	"OWNERS"
LOSS OF FUTURE INCOME 1987 Thru 1996 BASED ON AVERAGE OF $250,000 PER YR. X 10:	APPROX $2,500,000	"OWNERS"

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PARTIAL INDEX OF UNRESOLVED ISSUES	AMOUNT OF LOSS AND/OR OUT-OF-POCKET EXPENSE	NAME OF VICTIMS
RESPONSIBILITY FOR ALL COSTS FOR LULU C. GAMMON IN CONVALESENT HOME 1985-1986 @ $2000.00 PER MONTH FOLLOWING O-DOT HARRASSMENT OF HER SON IRV LARSON FOR MANY YEARS APPROX	$50,000	LULU GAMMON
IRV'S WORK FOR PAST 10 YEARS APPROX 1000 HRS @ $75.00 ON ANNEXATION, SANITARY SEWER L.I.D, VACATION OF STREET ATTEMPTS, NEIGHBORHOOD PLANNING ORGANIZATION ETC. ALL OF WHICH INCREASED VALUE OF O.S.H.D. SURPLUS LAND SEVERAL HUNDRED THOUSAND DOLLARS IF STATE "BUYS" INTO SANITARY SEWER L.I.D.	$75,000	IRV
WHY IS IRV LARSON EXPECTED TO PAY ~~AND~~ LEGAL EXPENSE FOLLOWING FRIVOLOUS LAWS SUITS AGAINST HIM AND HIS FAMILY. ATTORNEY GENERAL ED MEESE HAD HIS PAID WITH PUBLIC FUNDS.		

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	AMOUNT OF LOSS AND/OR OUT-OF-POCKET EXPENSE	NAME OF VICTIM(S)
MORAL RESPONSIBILITY OF O-DOT AND OREGON AG EMPLOYEES AND "INTERNAL CONTROLS" ARE MISSING WHICH IS VERY EXPENSIVE. INCREASING FRAUD, WASTE AND MISMANAGEMENT — YEARLY LOSS: APPROX.	$100,000,000	STATE TAXPAYERS
WASHINGTON COUNTY - OUR JOINT VENTURE REAL ESTATE TAXES @ $25.00 PER THOUSAND VALUATION IF OUR JOINT VENTURE DEVELOPMENT WOULD HAVE BECOME A REALITY AS PLANNED: $25.00 X 10 000 YEARLY APPROX [OR APPROX $2,500,000 IN TEN YEARS]	$250,000	COUNTY TAXPAYERS
O-DOT EMPLOYEES APPEAR TO BE MOTIVATED BY "HATRED" OF WHISTLEBLOWER IRV LARSON. DELAYED UPGRADING OF I-5 IN OUR AREA KILLED MANY TRAVELERS. [LAST 25 YEARS]	$ MILLIONS	I-5 TRAVELERS
INCOME TAX PROBLEMS FOR WHISTLEBLOWER AND HIS FAMILY DURING PERIOD 1980 – 1986 WERE VERY COMPLICATED. "O-DOT GENERATED" EXPENSES WERE VERY "OUT-OF-ORDINARY" AND GENERATED IRS AUDIT. AUDIT REPORT IS AVAILABLE TO ANYONE INTERESTED. 1980 - 1986 {TRADE OF LAND REFUSED BY O-DOT	ESTIMATE: $15,000	OWNERS

This is my permission to get copy from IRS
Irving L Larson

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UNRESOLVED ISSUES:

WHAT "LEGAL RIGHT" DID O-DOT & OREGON AG EMPLOYEES HAVE TO SUE IRVING LARSON AND FAMILY IN 1980 AND FORCE SUBSTANTIAL EXPENSES AND LOSS OF INCOME & APPRECIATION ?

WHISTLEBLOWER'S FAMILIES & BUSINESS PARTNERS WERE FORCED INTO LOSS OF BUSINESS BECAUSE THE ORDINARY USE OF THEIR PROPERTY WAS DENIED. & CONTINUES AFTER MORE THAN SIX YEARS AS AN UNRESOLVED ISSUE.

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GENERAL COMMENTS

IT IS CONTEMPTABLE FOR GOVERNMENT AGENCIES TO USE PUBLIC FUNDS TO CARRY ON "FRIVOLOUS LAW SUITS" JUST TO BENEFIT PUBLIC EMPLOYEES AND AT THE SAME TIME TO RETALIATE AGAINST A WHISTLEBLOWER.

TO MY KNOWLEDGE THERE HAS BEEN NO DISCIPLINARY ACTION AGAINST FEE OR STAFF APPRAISERS, REVIEWING APPRAISERS OR ADMINISTRATIVE PERSONNEL FOR PROCESSING FRAUDULENT APPRAISALS "THRU THE SYSTEM" - EVEN TO THE OREGON ATTORNEY GENERAL'S OFFICE FOR THREE FRIVOLOUS LAW SUITS NOW RUNNING AGAINST VICTIMS FOR SIX YEARS.

MANY OF THE STATE OF OREGON OFFENDING EMPLOYEES ARE STILL ON THE STATE PAYROLL WITH NO CORRECTIVE ACTION AGAINST THEM KNOWN TO ME.

— Jen's copy

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July 12, 1982

TOOZE KERR MARSHALL & SHENKER,
Attorneys at Law
801 Standard Plaza
110 S.W. Sixth Avenue
Portland, Oregon 97204

Attn: FARRAND M LIVINGSTON, Attorney at Law

Re: Condemnation Cases No. 41-144, 41-145 and 41-146
State of Oregon v Larson, et al

The subject lawsuits are now resulting in serious criminal actions against my mother:

MRS LULU C. GAMMON
3415 S.W. Alice Street
Portland, Oregon 97219

The actions or maybe I should say the failure of State employees in both the Oregon Department of Transportation and the Attorney General's Office to act in a legal and ordinary manner is killing her. My mother has a substantial moral interest in land on both sides of S.W. 68th Avenue (Blocks 8 &9). Prior to 1965 she gave and/or loaned us a substantial amount of money to make these real estate purchases with the promise that in the event she was still alive we would make sure that she received her proportionate share of any income. The amount was practically all of her life's savings at that time. She is very much aware of what the Oregon State Highway Department and the Division of Highways of the Oregon Department of Transportation has done to us over the years.

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In order to avoid "wrongful death" charges against State of Oregon employees, the Oregon State Department of Transportation and the State of Oregon Attorney General's Office by me for their causing the death of my mother (Lulu C. Gammon) it appears that the Grand Jury should take quick action to determine who is liable for her present condition and establish liability for her recent medical bills and future care as a result of O.S.H.D. and Attorney General's Office unnecessary harassment of owners and others of the Larson Family "Joint Venture" which made necessary spending all of the family's saving and borrowing in excess of $12,000 on VISA cards and from Savings and Loan offices.

The State has made it impossible for me to carry on any logical activity in my career. I now spend most of my time attempting to avoid unlawful take-over of our family property by the State and/or caring for my 92 year old mother and handling her affairs as a result of O.S.H.D. "wiping out" our family. We have already had increases in our insurance premiums as a result of O.S.H.D. activities.

Frankly I have been hoping that our new State Attorney General would have become aware long before this about the unorthodox procedures followed by O-DOT employees.

A quick and logical decision by the Federal or State justice system would show a trend toward justice and would probably save my mother's life. She has suffered with us for many years. She tells me that her main problem is watching me go down the drain physically, mentally and financially due to the actions of O-DOT and the State Attorney General's office.

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From the attached Exhibits, Work papers and Charts of Appraisals, Partial Payments made by O.S.H.D. etc. it is obvious that several hundred thousands of dollars are due the owners of the Larson Family Joint Venture from the O.S.H.D.

Without some sort of a cash flow from O.S.H.D. to your firm for services to date and to us so we can pay for appraisal services to complete Jim Franks appraisal and for at least another complete appraisal we are in deep trouble.

The $30,000 offer in addition to the States original offer of $50,500 to Jennie and 1 (File 50345) proves that they know their original offer was based on faulty appraisals and reviewing appraisers opinions of value. Therefore the State is automatically liable for all attornys fees, court costs, appraisers and other costs of grantors.

We have spent more money and/or have been deprived of earning more money than the total amount of partial payments made by O.S.H.D. to us to date.

As you know the State has never spent as much as one second in negotiations with any of us.

As of June 30, 1982 the State still owes us well over $600,000.00 as follows:

Jennie:	$238,616.53
Irving:	$321,442.49
Burt & Ramona:	$ 32,360.67
Judy:	$ 12,908.84
Diane:	$ 12,908.84

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If the State will immediately agree to the following additional Partial Payments I agree to have any overpayments* taken from the $321,442.49 I claim as due me June 30, 1982.
"*"As determined by the Judicial System".

Jennie E. Larson:	$200,000.00
Irving L. Larson:	$200,000.00
Burton & Ramona Wood:	$ 25,000.00
Judy Strojny:	$ 10,000.00
Diane Baldwin:	$ 10,000.00

This procedure will save the State substantial amounts of interest expense. It also is more in line with our Constitutional rights.

If the State refuses to take the action suggested above I urgently request that we be given the right to appear before a Grand Jury with the request that the State be ordered to comply with our above request for partial payments and a determination of liability for payment of approximately $6,000.00 medical costs and who is liable for Lulu C. Gammon's present condition and who is going to be liable for the costs of her future care attributable to actions of the O.S.H.D. over the past many years.

Irving L Larson
July 12, 1982

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ATTACHED FOR INFORMATION ONLY. LETTER WAS NEVER MAILED.

May 12, 1982

My Dear Governor:

It now appears to me that the Oregon State Highway Department and the Oregon State Highway Division (OSHD) of the Department of Transportation has broken all records for "long range planning limbo" and generation of unnecessary Government "Red Tape" on the Haines Road Exit No. 293 INTERSTATE HIGHWAY 5 between the North and South Tigard Interchanges.

I have hesitated to bring this situation to the attention of any of Oregon's Chief Executives because of my previous employment with both the OSHD (1940 & 1941) and with the Federal Highway Administration totaling nearly 20 years as an auditor. Brief resume attached.

Our long range problem with OSHD is the existance of what seems to be perpetual Preliminary Engineering projects and Right-of-Way projects for well over a quarter of a century. Planning for sewers in the area has been impossible. The OSHD Rode "roughshod" for many many years over the Constitutional Rights of 21 Americans involved in the Larson Family's small business "Joint Venture".

Our short range problem with OSHD was failure to offer us Fair Market Value for property taken and Fair Market Value of damages to remainders of Blocks 8, 9 and 13. Map attached.

I was born in Clackamas County September 8, 1913, citizen of Multnomah County 1918 thru 1946 and have lived at the above address the rest of my life. I will be 69 years old in a few months. All my life I have been interested in efficiency in governments at all levels. To witness at very close range the tremendous waste of Oregon State and Federal Highway funds in the Tri-County area - now approaching 1 billion dollars in less than 15 years concerns me.

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For well over 30 years we have been trying to get the Oregon State Highway Department (Now Division of the Oregon Department of Transportation) to tell us where we can expect to have permanent access (if any) to our property. To date we have nothing but "Preliminary Plans", continued refusals by the Oregon State Highway Division to negotiate purchase price of takings, damage to remainders (Blocks 8, 9 and 13), repair to house from trees falling on wires, failure to repair drainage pipe across S.W. 68th Avenue approximately 240 feet south of the centerline of S.W. Clinton. For many months the O.S.H.D. has allowed old car bodies, pick-up truck bodies, auto parts and other debris to be left in the right-of-way S.W. 68th Avenue between S.W. Baylor and S.W. Clinton Streets.

This condition reduces the value of our property on both sides of S.W. 68th Avenue and is embarrassing to us when we have visitors. Appraisals made in 1981 for property bordering S.W. 68th Avenue were $1.25 less per square foot than in 1979 when the street was open both north and south of Clinton Street for at least one block.

This "condemnation blight" condition caused by the Oregon State Highway Division to our property bordering S.W. 68th Avenue has reduced our Net worth by at least $175,000.00. ($1.25 x 140,000 sq.ft.)

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HISTORY OF THE "LARSON FAMILY JOINT VENTURE":

In June 1946 Irving and Jennie Larson started buying property in Washington County near what is now the Interstate Highway No. 5 Haines Road Exit No. 293 Blocks 8, 9, 13 and 14.

We made 16 separate purchases from June 1946 to February 11, 1971 in the names of Irving and Jennie Larson(Blocks 8, 9, 13 and 14) Jennie Larson only (Block 8) Judy Larson only (Block 8) Diane Larson only(Block 8). In addition one 5 lot purchase was made in the early 1960s by Irving and Jennie Larson and Dr. G. Burton and Ramona Wood (Block 13) for a total of 150,000 square feet.

All of our offers to sell or lease any of the property stipulated that balance to owners of the property would be in direct proportion of ownership by square footage.

In order to make the property available for development in accordance with its highest and best use and in accordance with our past offers on February 18, 1979 we had our attorney prepare a statement requesting that the various parcels named above be considered part of a jointly-owned unit consisting of 150,000 square feet.

On January 18, 1980 we also had our attorney prepare a NONEXCLUSIVE LISTING AGREEMENT which among other things stated in Paragraph 5: "Owners own property in varying proportions. Owners agree among themselves that all rental payments payable to them shall be distributed among them in accordance with their pro rata ownership of all the square footage included in the property which is the subject of any lease that is eventually entered into". The February 18, 1979 and the Jan. 18, 1980 statements were both signed by all property owners. On Feb. 20, 1979 copies of the signed February 18, 1979 statement was given to Ken Rolfe of the Milwaukee office of O.S.H.D. In a letter to the Oregon Department of Transportation dated March 31, 1980 we again advised the O.S.H.D. that "All of the land you desire is part of a 'joint venture' block of land involving 150,000 square feet".

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May 17, 1982

FARRAND M. LIVINGSTON, Attorney at Law

My daughters, Judy and Diane want their share of income from O.S.H.D. "takings" and "damages to the remainders" from the property of the "Larson Family Joint Venture" immediately. This would be in accordance with stipulations which were signed by all property owners of the "Joint Venture".

Additional law suits against me, and/or the O.S.H.D. and who knows who can be avoided if the O.S.H.D. would immediately honor my claim for expenses in the amount of approximately $130,000 to protect the value of the Larson Family Joint Venture following the long term O.S.H.D. actions and/or failure to act in a legal and responsible manner.

Now substantially in excess of
$1,000,000.00 NOT INCLUDING "APPRECIATION LOSS" & "OTHER ECONOMIC DAMAGES" thru 1986.

I have always taken the attitude that I would never ask my wife, Jennie, my children (Judy and Diane) or Dr. and Mrs. Wood for participation in any "ordinary expenses" of development. But when forced into expenses in the $130,000 plus bracket I now feel that the State should at least make substantial payments (partial if necessary) to my daughters and to me. If the State at this late date has not come up with logical "takings" and "damages to remainders" figures have the State pay Judy and Diane out of documented expenses due me.

I hope that all concerned will consider this action by me as "pushing the panic button". Please remember that the above dollar expense figures do not include any of Jennie's travel expenses to Corvallis, Salem, Sacramento (many times each place) and elsewhere to discuss all of our problems with the OSHD over the past many years.

Please mail checks to:

Judy (Larson) Strojny
1809 Brier Way
Carmichael, Calif. 95608

Diane (Larson) Baldwin
Temporary address:
11720 S.W. 68th Avenue
Tigard, Oregon 97223

To my knowledge
the State never
paid Judy and/or
Diane anything.
Of course we had
"0" net income To
pay anybody unless
we borrow.

Irving L. Larson

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UNRESOLVED ISSUES:

WHAT WAS THE $150,000 FOR ?

IN JUNE 1983 WE AGREED ON $4.75 SQ. FT. FOR TAKINGS AND SLOPE EASEMENTS PROVIDING WE WERE PAID WITHIN A WEEK. WE ALSO AGREED THAT ALL OTHER DAMAGES AND CONDEMNATION BLIGHT WOULD BE BASED ON CASES THEN IN THE OREGON SUPREME COURT.

WE WERE NOT PAID UNTIL DECEMBER 1983. OUR ATTORNEYS WERE PAID OUT OF THE $150,000 BEFORE WE EVER SAW THE MONEY.

IN FACT OUR OUT-OF-POCKET COSTS AND LOSES, BY DECEMBER 1985 EXCEEDED $10,000,000.

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RECAP OF CLAIM OF AMOUNT DUE OWNERS OF THE LARSON FAMILY JOINT VENTURE FROM THE OREGON STATE HIGHWAY DIVISION FOR LAND TAKINGS AND DAMAGES TO THE REMAINDERS IN BLOCKS 8, 9 and 13. Actual Expenses of Irving Larson are included in this recap, but it does not include Attorneys' fees, Court Costs, Loss of Appreciation because of Highway Department (Now Division of the Oregon Department of Transportation) Planning Limbo policy for well over a quarter of a century, General Damages or actual costs of: Mrs. Lulu C Gammon during her disabling condition 1982, Dr. and Mrs. G. Burton Wood, Judy (Larson) Strojny, Diane (Larson) Baldwin or ~~Punitive~~ Physical or ECONOMICAL Damages

BALANCES DUE:	JENNIE	IRVING	BURTON & RAMONA	JUDY	DIANE	TOTAL
Brought Fwd. From Previous Recap 6/30/82:	$183,668	$135,861	$24,908	$9,936	$9,936	$364,311
Two years Interest to 6/30/82:	$ 54,948	$ 40,645	$ 7,451	$2,972	$2,972	$108,990
Totals 6/30/82:	$238,616	$176,507	$32,360	$12,908	$12,908	$473,302
Irv's Expenses thru 6/30/82: (Incl. Int.)		$144,935	{See Attached plus previous Detail of my expenses since 1976} Irv.			$144,935
Revised Totals thru 6/30/82:	$238,616	$321,442	$32,360	$12,908	$12,908	$618,237
July 1982 Interest @ 1.6666% per mo.:	$3,976	$5,357	$539	$215	$215	$10,303
Expenses July 1982: (Not Incl. Int.)		$3,884				$3,884
Totals 7/31/82:	$242,593	$330,684	$32,899	$ 13,123	$13,123	$632,425
August 1982 Interest @1.6666% per mo.:	$4,043	$5,511	$548	$218	$218	$10,539
Addl. Appraisal Fee & Other Expenses August 1982:		$2,690				$2,690
Totals 8/31/82:	$246,636	$338,885	$33,448	$13,342	$13,342	$645,655
Plus Loss of Appreciation, General and Punitive Damages:	$18,962,594 Jennie	$14,029,100 Irv	$1,541,640 Burton & Ramona	$1,233,333 each for both Judy & Diane		$37,000,000
Total Due Each 8/31/82:	$19,209,230 Jennie	$14,367,985 Irv	$1,575,088 Burton & Ramona	$1,246,675 Each for both Judy & Diane		$37,645,655

Irv.

1985 (CONT.)

EXPENSES AND INTEREST

[LOSS OF BUSINESS, APPRECIATION, ETC. NOT INCLUDED]

[This is a Typical SUMMARY OF DOCUMENTED DAILY DETAIL]

	Initials	Date
Prepared By	JLS	12/31/85
Approved By		

[IRS INTEREST RATES WERE USED]

11% 7/1/85 thru 12/31/85

BALANCES DUE:		JENNIE	IRVING	DR. & MRS. G. BURTON WOOD (Not Incl. Expenses)	JUDY	DIANE	TOTAL
6/30/85	TOTALS	$ 328688	$ 549083	$ 34905	$ 19401	$ 19401	$ 951478
	JULY 1985 INTEREST						
	@ .91666 %	3013	5033	320	177	177	8722
	JULY 1985 EXPENSES		532				532
7/31/85	TOTALS	331701	554648	35225	19578	19578	960730
	AUG. 1985 INTEREST						
	@ .916666 %	3041	5084	323	179	179	8806
	AUG. 1985 EXPENSES		-0-				-0-
8/31/85	TOTALS	334742	559732	35548	19757	19757	969536
	SEPT. 1985 INTEREST						
	@ .916666 %	3068	5131	326	181	181	8887
	SEPT. 1985 EXPENSES		792				792
9/30/85	TOTALS	337810	565655	35874	19938	19938	979215
	OCT. 1985 INTEREST						
	@ .916666 %	3097	5184	329	183	183	8976
	OCT. 1985 EXPENSES		1017				1017
10/31/85	TOTALS	340907	571856	36203	20121	20121	989208
	NOV. 1985 INTEREST						
	@ .916666 %	3125	5243	332	184	184	9068
	NOV. 1985 EXPENSES		1015				1015
11/30/85	TOTALS	$ 344032	$ 578114	$ 36535	$ 20305	$ 20305	$ 999291
	DEC. 1985 INTEREST						
	@ .916666 %	3154	5299	335	186	186	9160
	DEC. 1985 EXPENSES		1209				1209
12/31/85	TOTALS	347186.00	584622 ~~584413~~	36870.00	20491.00	20491.00	$ 1,009,660.00

No. 58-2406 (8106)

11720 SW 68th Ave. gard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF
PROFESSIONAL
CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

CONTRACT ACTIVITIES - 1975 thru 1982:

LOBBYIST IN OREGON LEGISLATURE for the "FOUNDATION FOR THE MINIMIZATION OF RED TAPE IN GOVERNMENT" (Non-profit corporation in organization)

OREGON REAL ESTATE BROKER, INVESTMENTS & DEVELOPMENT 1952 - 1982

REAL ESTATE APPRAISER #275 - OREGON DEPARTMENT of VETERANS AFFAIRS 1977 - 1982 AT APPROX. $75.00 HOUR

OTHER REAL ESTATE APPRAISAL WORK: First Interstate Bank of Oregon, U. S. National Bank, 1st State Bank, Lincoln Savings & Loan, various Commercial, Church, Farm, Youth Camps, Residential in Clackamas, Clatsop, Columbia, Deschutes, Lincoln, Linn, Marion, Multnomah, Polk, Tillamook and Washington counties. 1952 - 1982

AUDITOR - Statewide "STUDY of FINANCIAL DATA for GROUP CARE HOMES and HOMES FOR AGED" requested by the Oregon Legislature 1977

CONSULTANT: Utility companies, State Legislators, Attorneys, City and County Commissioners in areas of real estate appraising, accounting, auditing, budgets, white collar crime, miscellaneous fiscal affairs and minimization of "red tape" in government.

MEMBER:

ASSOCIATION OF GOVERNMENT ACCOUNTANTS 1955 - 198~~2~~4 6

NEIGHBORHOOD PLANNING ORGANIZATION No. 4 (Tigard) 1975 - 198~~2~~4 6

MARSHALL & SWIFT VALUATION SERVICES Residential and Commercial 1977 - 198~~2~~4 6

Site Selection Committee - City of Tigard Senior Center
Architectural Committee - City of Tigard Senior Center

TIGARD CHAMBER OF COMMERCE - PUBLIC AFFAIRS COMMITTEE

TIGARD CHAMBER OF COMMERCE - DELEGATE TO GOVERNOR'S CONFERENCE ON SMALL BUSINESS

Delegate to various GOVERNOR'S HOUSING CONFERENCES

AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS - listed in Directory - "offers counsel on the minimization of red tape in government ... all levels: Federal, State and local ... "

CAPITOL CLUB - Oregon State Capitol, Salem, Oregon

OREGON SMALL BUSINESS COUNSEL - Salem, Oregon

TETRAPOLITAN GOLDEN "K" KIWANIS CLUB - Tigard, Oregon

11720 SW 68th Av ard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

Real Estate Broker and Investments
Property Management and Appraisals

RESUME

GENERAL BACKGROUND

Soc. Sec. No. 547-28-4918

On July 31, 1975 I retired from Federal Civil Service with more than 32 years in administration, finance, auditing and similar work areas. For the last 18 years I was an Auditor for the Federal Highway Administration (FHWA), Portland, Oregon. I made "Operational Reviews" of State Highway Departments and State Departments of Transportation. I audited claims against the "Federal Highway Trust Fund" and/or the National Highway Traffic Safety Administration in the States of Oregon, Washington, Idaho, Montana, Alaska, New Jersey, Massachusetts, Utah, Indiana, Illinois and Wyoming as follows:

	Estimated Time
Operational Reviews and audit of costs in various State Highway Departments' Right-of-Way Sections	6 years
Operational Reviews and audit of costs in various State Highway Departments' Property Management Sections	1 year
Operational Reviews and audit of costs in various State Highway Departments' Relocation Assistance Sections	½ year
Operational Reviews and audit of costs in various State Highway Departments' Construction Sections	2½ years
Operational Reviews and audit of Personal Services, Equipment Rental, Travel, Per Diem and Contractual Services' costs (other than construction) in various State Highway Departments	2 years
Audit of Utility and Railroad facility relocation costs	1½ years
Operational Reviews and audit of costs (projects) in various State Highway Safety offices and project site audits. These reviews and audits were performed for the National Highway Traffic Safety Administration (NHTSA) on a contract basis with FHWA.	2½ years
FHWA Internal audits, contractors' claims, audit of Emergency Relief project costs, studies to Minimize Redtape in Government, etc.	2 years
Total:	18 years

These audits involved the appraisal of organizations, their functional alignment, operating practices and internal controls. The areas covered in these management audits were: (1) legal authority and organization; (2) policies and procedures; (3) methods of control; and (4) means of operation and degree of efficiency, effectiveness and economy with which the programs are executed.

9615
CL 1986-0346

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 29 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - 9615

December 26, 1986

Willert Equipment Co., Inc.
P. O. Box 20955
Portland, OR 97230-0955

Attention: Richard N. Hatch
Vice President

We have received your letter dated December 3, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Willert Equipment Co., Inc.
AMOUNT:	$1,577 plus interest and possible fees
FOR:	Equipment rental
AGAINST (PRIME CONTRACTOR)	Donald M. Drake Company
SUBCONTRACTOR:	Hildebrand Concrete Company
CONTRACT NO:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We note you have filed it with the Secretary of State.

Please advise this office when your claim has been paid.

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
1-20-87 cc

Fran Neavoll
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. A copy of this letter was also sent to you direct by Willert Equip. Co., Inc.

[illegible]

Willert Equipment Co., Inc.
Asphalt Removal - Concrete Grinding
P.O. Box 20955
Portland, Oregon 97230-0955
(503) 252-3929

December 3, 1986

Secretary of State
Capitol Building
Salem, Oregon 97310

This is to notify you that Willert Equipment Company has a claim against the bond of Donald M. Drake Co. and United Pacific Insurance Co. on the highway construction project known as Oregon State Highway Division contract 9615, N. Tigard-S Tigard Interchange.

The claim is in the amount of $1,577.00 (plus interest and possible fees) for rental of equipment supplied to a subcontractor, Hildebrand Concrete Company.

Yours truly,

Richard N. Hatch
Vice President

cc: Office of Commission Services
United Pacific Ins. Co.
Donald S. Drake Co.
Hildebrand Concrete Co.

RNH/th

RECEIVED
DEC 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

September 3, 1986

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

CON 5
9615

Re: Time Extension Request
N. Tigard Intch.-S. Tigard Intch.
Contract No. 9615
FAP No. I-5-5(73)293

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested additional time due to the performance of extra and additional work.

Our review indicates that an additional 30 calendar days of contract time is warranted for the installation of drain pipe, placement of additional glare shields, finishing the "E" line slope, placing additional topsoil, and reconstructing slopes and planting areas where added topsoil was placed. A contract time adjustment of an additional 30 calendar days is granted.

The adjusted contract time of completion for this contract is 1,068-1/2 calendar days. There remains 5-1/2 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, please contact Project Manager Don Berg.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Don Berg w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bryant Jackman
Contract Adminstration Engineer

DATE: August 26, 1986

FROM: Marion Craft Jerry Olson For
Region 1 Construction Engineer

SUBJECT: North Tigard Interchange-South Tigard Interchange
Contract No. 9615

Attached is a time extension request from the contractor, in which he is requesting 30 days to complete extra work.

Don Berg analyzed the time to do the work and recommends a 30 day extension. I concur in this recommendation.

Attached for your review on the time situation on this project is a sheet titled "Time Extension History." If you need more information, please let me know.

8-29-86

MC:cms

W. E. Schwartz -

cc: Don Berg

I concur with Region and Project Manager and recommend a 30 C.D. time extension due to the performance of extra and added work.

O. B. Jackmond

CE ___ CAE ___
COE ___ OM ___
OE
CA ___
CAM ___
EBO ___

RECEIVED
AUG 28 1986
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ C ___
PE ___
PQC ___
FILE ___

11-125-1307

REPORT OF DISMISSAL

L- L8781

R- N/A

Reported to Commission: July 1986

Defendants: Medoff, Kermit and Donald Drake

Section: NorthSouth Tigard Interchange

Highway: I-5 County: Multnomah

Date Complaint Filed: November 15, 1985

REMARKS: Suit was filed by supplier of a subcontractor and served on the State because plaintiff's counsel believed that notice to the Attorney General was required to take a suit "on relation" of the State. We opened a file to monitor since the prime contractor and bonding company often bring a third-party action against the State on a claim theory. One hundred twenty days have elapsed without this ocurring. File should be closed pending more activity.

William

Signature of Attorney

John R. McCulloch Jr.

Concurrence of Chief Counsel

cc: John McCulloch
[illegible]
[illegible]
[illegible]
Region Engineer

1983 N. Tigard - S. Tigard 9615
Interchange Sec. Pacific Hwy.
(gr, pav, st, sig, ill) #7

jc

U. S. DEPARTMENT OF TRANSP ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 9, 1983

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Sign Revisions and Additions

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/9/83 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $1,750; Federal Funds $1,613.

RECEIVED
STATE HWY ENGR
JUL 1 '86
REFER TO Potter
FOR

Info	[illegible]	R/D	O/R	Sign	Act	File

Orig. to 7/1

14. DATE 6/27/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1986-0213

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 3 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - 9615

May 30, 1986

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

Attention: Fred Hughes

We have received the Notice of Claim dated May 20, 1986, against the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$2,735.53 incl. liq. damages of $265.48 and interest of $143.04
FOR:	Fringe Benefits due employees of Kee Construction, Inc.
AGAINST (PRIME CONTRACTOR):	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange, Pacific Highway
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

United Pacific Insurance Co.
Attn: Bond Department
33405 8th Avenue, Suite C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
6-10-86 cc

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Kee Construction, Inc., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of $2,735.53, which includes liquidated damages of $265.48 and interst in the amount of $143.04 against Bond No. (unknown), issued on (unknown), which Donald M. Drake is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner, and (unknown) is the surety for that project known as N. Tigard - S. Tigard Interchange.

Project #9615

DATED: May 20, 1986

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State
Robert Bohrer

RECEIVED
MAY 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

April 11, 1986

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

CON 5
9615

Re: Time Extension Requests
N. Tigard Intch.-S. Tigard Intch.
Contract No. 9615
FAP No. I-5-5(73)293

Your two requests for additional contract time in which to complete the above project have been carefully reviewed.

Your first request was for an additional 105 calendar days due to extra and additional work performed. A review of project records indicates that extra and additional work was performed and that the extra and added work justifies a contract time adjustment of an additional 84 calendar days.

Your second request was for reconsideration of your previous requests for additional contract time due to rainfall during the 1983 and 1984 construction seasons. We have reviewed the data previously submitted and find no reason to alter our previous findings.

The adjusted contracted time of completion of this contract is 1,034 calendar days. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Don Berg.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Don Berg w/att.
FHWA w/att.
Bruce Walton

TE/265

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: February 28, 1986

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: North Tigard Intchg.-South Tigard Intchg.
Pacific Highway (I-5)
Contract 9615

Attached are two time extension requests from the contractor, both dated February 7, 1986. The letter identified as 218-406 is asking for additional time due to various items of extra work, and is for 75 work days, or 105 calendar days. Bob Shotwell analyzes the individual items and recommends 60 days, due to three items listed in his letter. This would be work days or 84 calendar days. I think Bob's analysis is accurate and fair and concur in his recommendation.

The second request, identified by 218-407, is asking for a reconsideration of their request and the time we granted them in 1983. They were granted 20 days due to unseasonable wet weather during the summer of 1983, and the contractor is making the point that the 20 days granted for lost summer days of 1983 should not be replaced with an equal number of days that end up being used in the winter of 1985-1986. He is asking for a reconsideration of their original or first request.

4-11-86

W.E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 84 c.D. due to performance of extra and added work

B. Jackmond

MC/cy 2.3

cc Bob Shotwell
Don Berg

RECEIVED
MAR 3 1986
CONSTRUCTION SECTION

CE ...... CAE ......
COE ...... OM ......
CA ......
CAM ......
CEO ......
SPC ...... TC ......
SA ...... CC ......
FF ...... CP ......
POC ......
QCS ......
FILE ______

1387

John R. McCulloch, Jr.
Chief Trial Counsel

April 7, 1986

William F. Cloran
Assistant Attorney General

State ex rel Albina Fuel Co. v. Medoff, et al
Multnomah County Circuit Court Case No. A8510-06783

CLOSING REPORT

Suit was filed in the name of the State on relation of Albina Fuel Co. against Medoff, Kermit and others. Plaintiff on relation was a fuel supplier to subcontractors for the Donald Drake Co. on the North-South Tigard Interchange contract, a job which has experienced some difficulty and upon which we anticipate litigation. The subcontractor defaulted on payments to Albina Fuel. Neither the pleadings nor contact with plaintiff on relation indicated that any relief was sought against the State. Plaintiff's counsel believed that serving a copy of its suit upon the Attorney General was necessary to protect its interest as a plaintiff on relation and to allow the Attorney General to intervene and direct the suit if he desired to do so.

We maintained this file in an open status since relation claims by subcontractors and materialmen on a prime contractor's bond often result in third-party claims by the bonding company against the State alleging extra work. This job has been considerably behind schedule and defendant's superintendent, Mr. Lee Schultes, has indicated a number of times that claims would be forthcoming.

One hundred twenty days have now passed with no attempt by defendant Donald Drake Co. or its bonding company to include the State as a third-party defendant on a claimed theory. The State may now not be joined without leave of the court. There has been virtually no activity directed at the State by any of the parties, and we believe that the file should be closed and not reopened unless some attempt is made to include us in the litigation.

WFC/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

[illegible]

March 4, 1986
IN REPLY REFER TO
HFO-OR/380.2

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

NOTED
W. E. SCHWARTZ

Orig to
3/7

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Portland Cement Concrete Paving
85-IND-1(B)

During the 1985 construction season our Engineers reviewed eight PCC paving projects while construction activities were underway. The projects reviewed were:

North Tigard - South Tigard
North Jefferson - North Albany
North Albany - Lebanon/Corvallis Interchange
Goshen - Cottage Grove
Elkhead Road - Rice Hill
Banfield Freeway
North Powder - Baldock Slough
Columbia River Br. - Umatilla River

The following findings and recommendations are presented for your consideration. While these deficiencies were not common to all projects they were encountered often enough to warrant your attention.

1. FINDINGS

Project personnel (State and Contractor) were not always aware of the contract requirements and the importance of certain practices such as mix consistency, timely sawing, preparation of area for slip form paving equipment to operate on, construction joint construction, timely texturing, water application during the finishing process, etc.

RECOMMENDATIONS

Contract provisions should include a requirement for a pre-paving conference involving State and contractor personnel similar to that required for AC paving. A PCC inspector refresher course should also be developed and conducted for all project personnel assigned to PCC paving projects.

2. FINDINGS

Tie bars between adjacent concrete panels poured separately were being inserted in the plastic concrete. This oftentimes resulted in undesirable edge slump, poor positioning of the tie bars, and unsatisfactory bond between the tie bar and the concrete.

RECOMMENDATION

Require the tie bars to be installed by drilling and epoxying into the hardened concrete prior to pouring the adjacent panel.

3. FINDINGS

Sawing of the longitudinal joint was not always being accomplished in a timely manner. Some pavement segments remain unsawed several months after completion. Other pavements have random longitudinal cracks near centerline which is an indicator of late sawing of the centerline joint.

RECOMMENDATIONS

The contractor should be required to saw the centerline joint in a timely manner as set forth in the contract. Concrete placement should not be allowed unless the contractor has sufficient sawing equipment and personnel available to accomplish necessary sawing in accordance with contract specifications. Project personnel should be made aware of the importance of timely sawing and instructed to strictly enforce contract requirements.

4. FINDINGS

The specifications provide for the surface texture to meet the texture of a standard reference block. This standard reference block was not found on most projects.

RECOMMENDATIONS

This specification requirement, if considered necessary, should be enforced. Otherwise, this specification requirement should be eliminated.

5. FINDINGS

Excessive water was being applied to the concrete surface during finishing operations. On one project water was being applied from spray nozzles installed on the float finishing machine. Excessive water is highly detrimental to the durability of the surface mortar.

RECOMMENDATIONS

Specification requirements should be strictly enforced regarding application of water during the finishing process.

6. FINDINGS

An unusual amount of grinding is required to obtain the specified smoothness. This appears to be a result of several things,such as; spreading and finishing with a single machine, poorly prepared grades on which the slip form paving equipment must travel, inconsistency of the concrete mix, and end dumping directly into the spreading and finishing machines.

RECOMMENDATIONS

Require two machines - one for spreading and the second for finishing. Enforce contract specifications concerning preparation of the area on which the slip form paving equipment operates. Obtain mix consistency by requiring strict control of the mix ingredients by the contractor. Require the plastic concrete be deposited by side conveyor. (Let's get back to the good old days when specified pavement smoothness was easily obtained without grinding, except at an occasional construction joint.)

7. FINDINGS

Traffic was allowed on new PCC pavement prior to obtaining the specified smoothness. The impact loadings caused by rough pavement are highly detrimental to pavement performance and particularly so when applied to partially cured pavements.

RECOMMENDATIONS

Traffic should not be allowed on the new pavements until a specified smoothness is obtained.

8. FINDINGS

Length of stages were too restrictive under most project conditions. In some cases contract changes were allowed to lengthen the stages providing for fewer stops, less traffic interruption, and more timely completeness of the construction work.

RECOMMENDATIONS

Based on experience to date it appears the length of the stages can be significantly increased without adversely affecting traffic operation. More consideration should be given during project development to tailor the length of the stages to conditions associated with each individual project.

9. FINDINGS

Twenty six foot wide concrete ramps were constructed in four foot, 16 foot and six foot panels. The sixteen foot panel was then sawed at 12 feet, resulting in two four foot panels, a 12 foot panel, and a six foot panel.

RECOMMENDATIONS

Sawing the 16 foot panel into a 12 foot and a four foot panel is not necessary. Future plans should clearly provide for longitudinal joints only at the four and six foot shoulder lines. It is not necessary to provide a longitudinal joint within the 16 foot panel.

Many of the above findings and recommendations have already been discussed with members of your staff, and are in various stages of implementation. All of them are worthy of your consideration and implementation and should significantly benefit pavement performance.

Over the years Oregon has enjoyed outstanding PCC pavement performance results and is considered a national leader in this respect. This success in large part has been due to a strong program involving good design and construction practices. Measures should be taken to continue and reinforce these practices.

Your favorable consideration of our recommendations is requested. We would appreciate a response by April 4, 1986.

Sincerely yours,

Original Signed by
[illegible] E. [illegible]
[illegible] Division Administrator

Dale E. Wilken
Division Administrator

cc:
OSHD (W. E. Schwartz, Engr)
OSHD (C. O. Fredrickson, Const)
OSHD (D. O. Christensen, Rd Des)
Region HEO-010

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

February 19, 1986
IN REPLY REFER TO
HFO.1-OR

RECEIVED
STATE HWY ENGR
FEB 21 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
TAH

Orig. to
2/25

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-5-5(73)293
N. Tigard Intch. - S. Tigard Intch.
Pacific Highway
Contract No. 9615 - Price Agreement #21

We are returning Price Agreement No. 21 unapproved for Federal funding. Price Agreement No. 21 settled a claim for repairs to paint on structural steel on the "A" line bridge.

Mr. Fredrickson's memo dated February 12, 1986, attributes the failure to the type of surface preparation used and moisture on the surface caused by very cold temperatures at the time of application. The damp steel surface and very cold temperatures at the time of paint application constitute a specification violation. Therefore, it appears the contractor has no entitlement in this matter.

Sincerely yours,

G. K. Hanner
for
Dale E. Wilken
Division Administrator

Enclosure
P.A. No. 21 & related material

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Const)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 12, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

In Reply Refer to File No.: CON 5

for H. H. Patterson

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. I-5-5(73)293

SUBJECT: Request Change Order Approval

Contract	9615 Price Agreement No. 21
Project	N. Tigard Intchge.-S. Tigard Intchge.
Highway	Pacific
County	Clackamas, Multnomah, and Washington

The attached order is to settle a claim for repairs to paint on structural steel on the "A" line bridge.

When the steel was cleaned in the field, preparatory to applying the finish coat, much of the primer and the first coat, which were applied in the shop, came off. The contractor claimed that the cost of the repairs were the State's responsibility since the painting was done under our inspection. The paint, surface preparation and the application of the paint all complied with our specification.

The failure has been attributed to the type of surface preparation used and moisture on the surface caused by very cold temperatures at the time of application.

The fabricator paid the painting subcontractor $6,400.00 for the repairs. On the advice of our Chief Counsel, we agreed to pay one-half the cost.

The cost has been reviewed by our Cost Engineer and found to be in order.

Your concurrence in this settlement is requested.

The amount of this order is for $3,200.00 with federal participation amounting to approximately $2,951.

HHP:mk
Attach.
C/O/9615/21

RECEIVED
FEB 17 1986
OREGON DIVISION

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) N. - S. Tigard Interchange		CONTRACT NO. 9615
HIGHWAY Pacific	COUNTY Clack., Mult., Wash.	PREFIX C09615
CONTRACTOR'S NAME AND ADDRESS Donald M. Drake Company 11490 S.W. 60th. Ave. Portland, Oregon 97217		F. A. PROJECT NO. I-5-5(73)293 PRICE AGREEMENT NO. 21

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Repair failing paint system on structural steel "A" line bridge.

Approval Recommended as of ____________

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3021A	Repair Failing Paint System	Lump Sum	100%	$3,200.00	$3,200.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 3,200.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This Price Agreement settles all claims relative to paint repair on "A" line structural steel.

O.K. Ken Kamrod

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED Don Drummond 9/20
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE 9-19-85

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 11/18/85

NOTED OR APPROVED BY CONSTRUCTION DATE
E. J. Jackmond 12-3-85

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PRO

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) N. - S. Tigard Interchange		CONTRACT NO. 9615
HIGHWAY Pacific	COUNTY Clack., Mult., Wash.	PREFIX C09615
CONTRACTOR'S NAME AND ADDRESS Donald M. Drake Company 11490 S.W. 60th. Ave. Portland, Oregon 97217		F. A. PROJECT NO. I-5-5(73)293 PRICE AGREEMENT NO. 21

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Repair failing paint system on structural steel "A" line bridge.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3021A	Repair Failing Paint System	Lump Sum	100%	$3,200.00	$3,200.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 3,200.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This Price Agreement settles all claims relative to paint repair on "A" line structural steel.

O.K.
Ken Kamod

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SIGNED Don Hammond 9/20
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE 9-19-85

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE 11/18/85

NOTED OR APPROVED BY CONSTRUCTION DATE 12-3-85

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PRO

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. FREDRICKSON
Construction Engineer

DATE: November 22, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: NORTH TIGARD-SOUTH TIGARD INTERCHANGE
CONTRACT 9615

Enclosed is Price Agreement No. 21 for the subject project prepared in settlement of a Steel Paint claim originating with Fought Steel.

There was extensive failure of the paint system as applied to the diaphragms of the "A" line structure. The paint was applied at Fought's Plant by Fought. When the steel was cleaned in the field by a painting sub-contractor, prior to applying a finished coat much of the primer and first finished coat came off. The Contractor contended it was our responsibility since the painting was performed under our inspection. The paint used, the surface preparation and the application of the paint all complied with our specifications. We initially rejected the claim on the basis that other work had been accomplished successfully with the same specifications, therefore, it was within the control of the Contractor to provide us with good product.

I discussed the matter briefly with Jack Sollis and he recommended that we share in the cost for the paint repair. Fought Steel paid the field painting sub-contractor $6,400 to make the repair. The enclosed Price Agreement settles the claim for half of that amount. Our records of the field cost did not support $6,400. However, I feel our records and assumptions concerning the breakdown in time between repair work and finished painting are very conservative. I have made some comments on the copy enclosed of the inspector's record which I feel better reflects the cost. Also there was some cleaning performed of which we have no record. The repair work was performed on Saturday and Sunday and there may have been some premium pay time of which we have no record attributable to the repair work. Finally, the hours reflect only the actual painting time and nothing for rigging up or cleanup. I still could not support $6,400, but have no trouble with $3,200 which is our share.

Enclosed for your information is some previous correspondence in this matter, including a memo prepared by Marty Laylor. Marty apparently attributes the failure to the wheel abrader used for surface preparation application at low temperatures which were both permitted or within the range permitted by our specifications or perhaps moisture on the surface. The painting was done under our inspection, so I would have to assume that the steel was in the proper condition.

ACH/cy
Enclosures

CE.... CAE .... RECEIVED LS......TC......
CCE.... CM.... SA......CC......
CE.............. FE...... CP .....
LA.............. [illegible] 1985 FQC.. ....
CAN .... [illegible] CCF.............
[illegible] SECTION FILE. ....

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): N. - S. Tigard Interchange

CONTRACT NO.: 9615

HIGHWAY: Pacific (I-5)

COUNTY: Mult., Washing., Clack.

PREFIX: C09615/000

SUBMITTED BY (RESIDENT): Robert E. Shotwell

DATE: 9-19-85

FOR ☐ REVIEW XX APPROVAL

F.A. PROJECT NO.: I-5-5(73)293

SUBMITTED BY (REGION):

DATE:

FOR ☐ REVIEW ☐ APPROVAL

TO ACCOMPANY (ORDER TYPE AND NUMBER): PA #21

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ON

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY ON

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM—

SUBSTANTIAL CHANGE— ☐ YES; ☐ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
$ 3200 00	$ 14,580,034.36	$ 14,556,955.67	-0.16 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description, Who Requested, Why Necessary, Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started, Emergency Work Prior to Approval; Estimated Effect on Project Time, Significant Discussions, References to Supporting and/or Attached Documents)—

☐ CONTINUED ON ADDITIONAL SHEET(S)

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DATE: January 9, 1986

TO: Oregon Transportation Commission

CON 5

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N. Tigard Intch.-S. Tigard Intch. Section
Pacific Highway, Multnomah, Clackamas
& Washington Counties
Contract No. 9615

This federal-aid Interstate project is nearing completion and it now appears that the final cost will exceed the project authorization by $1,114,500 or 7.6 percent.

The items contributing to the overrun are the engineering for approximately $462,000, and overrun of contract bid items (including extra work orders and price agreements) for approximately $652,000.

This is a difficult project to design and build, mainly due to the traffic involved and the many stages and phases of construction necessary. The construction followed very closely the design staging, but numerous small revisions and temporary measures taken added to the temporary protection item and to the flagging. The topsoil was underestimated due to some sound berms created during construction and additional fills which were not anticipated on the plans. The aggregate base, Class "B" asphalt, and the liquid asphalt all overran due to the need to build stronger roadbeds for the temporary detour than had been anticipated. Also, some of the existing shoulders were expected to handle temporary detoured traffic, and proved to be unable to handle the freeway traffic and had to be rebuilt.

Several streets were extended, additional concrete added due to minor traffic revisions to these city streets to accommodate the new freeway interchange design. These changes, additions, etc., added about $652,000 to the contract.

The engineering overrun was caused by some of the same reasons as for the contract item overruns. The many stages and phases of traffic caused several changes and revisions in the detour plans, roadway sections. Additional sound walls were added to the contract, as well as revisions to the city streets, to accommodate our freeway interchange traffic. The increase in engineering amounts to about $462,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $1,114,500 to a new total of $15,702,534.36. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
N. Tigard Intch.-S. Tigard Intch. Section
Pacific Highway, Multnomah, Clackamas
& Washington Counties
Contract No. 9615

This federal-aid Interstate project is nearing completion and it now appears that the final cost will exceed the project authorization by $1,114,500 or 7.6 percent.

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $1,114,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
R. E. Shotwell
B. M. Walton
D. L. Trout

December 24, 1985

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

CON 5

Re: Time Extension Request
N. Tigard Intch.-S. Tigard Intch.
Contract No. 9615
FAP No. I-5-5(73)293

Your most recent request for additional contract time in which to complete the above project has been reviewed. You have requested an additional 102 calendar days of contract time due to weather (rainfall) during 1983 and 1984, and 4-1/2 calendar days due to the Fourth of July Holiday in 1985.

Our letter of April 1, 1985, advised you that the fundamental requirement for adjustment of contract time was that the work was actually delayed and that the delay was caused by an excusable event. The proof of the amount of actual delay to project completion and the proof of reasons for delays are to be provided by the contractor.

Your current request contains no data to prove actual delay(s) to project completion and therefore cannot be considered. It also appears that the reason given for the assumed delay(s) is not sufficiently supported to prove a direct cause and effect relationship, nor to prove that the weather conditions were not "reasonably predictable". Your request is denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Bob Shotwell w/att.

TE/242

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 10, 1985

FROM: Marion Craft

MARION CRAFT
Metro Region Construction Engineer

SUBJECT:

N. Tigard Intchge.-S. Tigard Intchge.
Pacific Highway (I-5)
Contract No. 9615

RECEIVED
DEC 12 1985
CONSTRUCTION
SECTION

CE___ CAE
COE OM___
OE___
CA___
CAM___
EEO___
LS___ TC___
SA___ CC___
FE___ CP___
PQC___
QCS___
FILE___

Attached is Donald M. Drake's request for a time extension, in which he is asking for 106 1/2 days. He is asking for 4 1/2 days due to a holiday (July 4, 1985) shut-down, and the rest is based on the effects of weather on the progress of the job. In his letter, he is also requesting that the time be granted starting from May 15, 1986 rather than the current revised completion date of November 25, 1985.

The contractor is asking for 20 days due to abnormal weather during the 1983 summer season. He has been granted 20 days out of the 40 requested earlier for this reason.

He is also requesting 20 days for abnormal weather during the 1984 summer season and 62 days due to the effects of abnormal rainfall during summer season to in-place material on the job. Agree.

The contractor's analysis is difficult to follow. He was granted 20 days due to abnormal weather in 1983. The summer of 1984 was also very wet--more than average rainfall up until June 30, 1984--and a short "good construction season", summer and fall for 1984. The contractor is correct, and the Project Manager also agrees, the material was weather sensitive, the work involved many stages with no chance to place or dry out large quantities or areas of material. Grading and sub-grade work had to be included in all three construction seasons, 1983, 1984, and 1985. The year 1985, however, was extremely dry and conducive to this type of work, from early spring to late fall.

Using the same logic we used for the summer of 1983, we could justify a 20-day extension for 1984, and could agree with the contractor's statement that at least one extra day is lost due to each day of rain. This would give the contractor an additional 40 day extension due to the extra or abnormal amount of rain, including both the days of rain and the effect of this rain. Do not agree.

From looking at the weekly reports, it does not appear he was shut-down during the July 4th holiday, although in each of the last three years, he was charged one day for July 4, but did no work. ?

I do not agree with the Region. Contractor should prove that the job completion was actually delayed by rainfall that was not "reasonably predictable". Recommend this request be denied.
D. B. Jackmond

12-23-85
W. E. Schwartz—

MC/gw-033
Attachment
cc Bob Shotwell

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 7, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 11-27-85 this will confirm the advance approval date of 10-7-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to PGE's power pole facilities on an actual cost basis estimated to be $4,998 - Federal Funds $4,610.

The Agreement with the Portland General Electric Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STAT HWY ENGR
DEC 13 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
12/13

14. DATE 12/11/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 3 '85
REFER TO
FOR

In Reply Refer to
File No.:

November 27, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Power Pole Relocation
Portland General Electric Co.
N. Tigard Intchge.-S. Tigard Intchge. Section
Pacific Highway (I-5)
Washington and Multnomah Counties
Project No. I-5-5(73)293

NOTED
E. S. HUNTER

Here are copies of estimates of cost to adjust Portland General Electric Company's power pole facilities dated October 1, 1985 and a sketch showing their proposed relocation. The pole was initially relocated at PGE's expense to accommodate planned construction. After the pole was relocated, it was decided to flatten the slopes around the radius from the I-5 off ramp to S.W. 60th Avenue to improve the sight distance, through requiring PGE to make a second relocation of the power pole.

The conflict was not originally anticipated, therefore the company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution.

Form 734-3122

There will be no betterment derived from the proposed adjustment of PGE's power pole facilities.

Your approval of the actual cost agreement, as evidenced above, and October 7, 1985 confirmation of your advanced authorization to proceed with the work as of under the provisions of FHPM 6-6-3-1 is requested. Estimated cost to the State is $4,998.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Dick Fleming

9/15

SUIT ANALYSIS AND DEFENSE REPORT

File # 734-990-L-8781

Suit Styled Albina Fuel Co., et al v. Kermit G. Medoff, et al

Court Circuit #A8510-06783 County Multnomah

Tort Allegations none

Other Allegations (Non-Tort) action on acct, action on bond

Suit Demand - Specials $12,000 General $15,000

Attorney Fees $ yes Other Relief $ 0

Demand $____ Settlement Offered $____ Proposed $ 0

Joint Tortfeasors ____ (Name(s)) Percent of Negligence ____

Estimated Negligence of State Defendants ____ %

Probable Judgment If Case Lost $____

Estimated Probable Chance of Winning ____ %

Estimate of Plaintiff's Comparative Negligence ____ %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program

monitor file, we are plaintiff on relation

Should Team Approach Be Considered? Yes ____ No X

LEGAL COST ESTIMATE

Estimated Hours

	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	10	0	0	50	500
Investigator	0	0	0		
Law Clerk	0	0	0		
Other	0	0	0		
TOTAL					500.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE?

Settle N/A

Trial ____

Remarks: Plaintiff doesn't appear to have

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9615

SUIT ANALYSIS AND DEFENSE REPORT

File # 734-990-L-8781

Suit Styled Albina Fuel Co., et al v. Kermit G. Medoff, et al

Court Circuit #A8510-06783 County Multnomah

Tort Allegations none

Other Allegations (Non-Tort) action on acct, action on bond

Suit Demand - Specials $ 12,000 General $ 15,000

Attorney Fees $ yes Other Relief $ 0

Demand $ ____ Settlement Offered $ ____ Proposed $ 0

Joint Tortfeasors ____ (Name(s)) Percent of Negligence ____

Estimated Negligence of State Defendants ____ % Probable Judgment If Case Lost $ ____

Estimated Probable Chance of Winning ____ % Estimate of Plaintiff's Comparative Negligence ____ %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program

monitor file, we are plaintiff on relator

Should Team Approach Be Considered? Yes ____ No X

LEGAL COST ESTIMATE

	Research	Law & Motion Discovery	Trial	Rate	Cost
	Estimated Hours				
Attorney	10	0	0	50	500
Investigator	0	0	0		
Law Clerk	0	0	0		
Other	0	0	0		
TOTAL					500.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? Settle N/A Trial ____

Remarks: Plaintiff doesn't appear to have a case

Attorney ____ Date 11-21-85

Suit Styled Albina Fuel Co., et al v. Kermit G. Medoff, et al

Court Circuit #A8510-06783 County Multnomah

Tort Allegations none

Other Allegations (Non-Tort) return on acct, action on bond

Suit Demand - Specials $ 12,000 General $ 15,000

Attorney Fees $ yes Other Relief $ 0

Demand $ Settlement Offered $ Proposed $ 0

Joint Tortfeasors (Name(s)) Percent of Negligence

Estimated Negligence of State Defendants %

Probable Judgment If Case Lost $

Estimated Probable Chance of Winning %

Estimate of Plaintiff's Comparative Negligence %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program

monitor file, we are plaintiff on relator

Should Team Approach Be Considered? Yes No X

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	10	0	0	50	500
Investigator	0	0	0		
Law Clerk	0	0	0		
Other	0	0	0		
TOTAL					500.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE?

Settle N/A

Trial

Remarks: Plaintiff doesn't appear to have a case

Attorney Date 11-21-85

Chief Trial Counsel McCulloch Jr. Date 11/26/85

10-5-84/jep/#1

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

N

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
NOV 26 1985
LEGAL

November 21, 1985

[illegible]
[illegible] L. SOLLIS

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Albina Fuel Co., et al v. Medoff, et al
Multnomah County Circuit Court Case No. A8510-06783

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include United Pacific Insurance, Kermit Medoff, and Donald Drake Co. This matter concerns fuel sold to truckers on the North-South Tigard Interchange project. The State is plaintiff on relation. We will monitor the file.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

J.

JRM/jep

cy - Moomaw
Rulien

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DOT DIRECTOR
NOV 25 '85
REFER TO
Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-9907
L-8781

Bill Cloran to Monitor
LBH

11-19-85
2:45 p.m.
Fran Lushenko
11/15/85

In the CIRCUIT Court of the State of Oregon

for the County of Multnomah

ALBINA FUEL COMPANY, an Oregon corporation, and STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Ex Rel ALBINA FUEL COMPANY, an Oregon corporation,

Plaintiff

vs.

KERMIT G. MEDOFF, HAL E. ELTZROTH, UNITED PACIFIC INSURANCE COMPANY, a Washington corporation and DONALD M. DRAKE COMPANY, an Oregon corporation.

Defendant

No. A8510-06783

SUMMONS

To David B. Frohnmayer, State Attorney General
Department of Justice
100 Justice Building
Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ JAMES L. CASTEEL
SIGNATURE OF OREGON RESIDENT ATTORNEY

James L. Casteel, OSB #71201
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

JL Casteel
ATTORNEY OF RECORD FOR PLAINTIFF(S)
James L. Casteel, OSB #71201

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

/s/ JAMES L. CASTEEL
ATTORNEY(S) FOR PLAINTIFF(S)
James L. Casteel, OSB #71201

CASTEEL & CARSON, P.C.
ATTORNEYS FOR PLAINTIFF
4111 N. E. Tillamook Street
Portland, Oregon 97212
Telephone 288-9291

cc to Hwy
11/21/85

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

October 8, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Power Pole Relocation
Portland General Electric Company
N. Tigard Interchange - S. Tigard Interchange Section
(S.W. 60th Ave. @ S.W. Barber Blvd.)
Pacific Highway (I-5)
Multnomah County
Project No. I-5-5(73)293

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their power pole located at S.W. 60th Ave. and S.W. Barber Blvd, which is in conflict with this project as of October 7, 1985 is requested. The pole is located on public road right of way, but is being relocated a second time due to a plans change. An estimate of cost is being prepared by PGE. Preliminary estimate of cost is $5,000. This estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

October 7, 1985 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC:pr

cc: E. S. Hunter ✓
D. L. Trout
Pete Gonzalez
E. L. Hardt
Robert Shotwell
R. L. Fleming

RECEIVED
STAT HWY ENGR
OCT 14 '85
REFER TO
FOR
Info Inves R/D D/R [illegible] Act File

Form 734-3122

9615

Send copy to WE Schwartz N

OA

FORM E-30 8GM 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4755 S.W. Watson Ave.
Beaverton, Oregon 97005
September 13, 1985

SUBJECT:

To:	Ed Hardt Region Engineer	Boyd Johson (Drain Field) N. - S. Tigard Interchange Contract No. 9615 Serial S-9615-128

Called Mrs. Johnson on September 11, 1985 RE: Drain field problem. I told her we would re-survey line and mentioned I had talked to Gerhard Matheis (Washington County Sanitarian). She was aware of his request to expose distribution boxes. She said they planned on doing this themselves but didn't know when they would. I asked her to let us know when this was done so we could proceed with a resolution of the problem.

Robert E. Shotwell
Project Managaer

RES:rsr

XC: Files.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

SEP 18 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

August 15, 1985

In Reply Refer To
File No.:

Mr. Robert Ball
Ball, Janik, & Novack
One Main Place
101 SW Main
Portland, OR 97204

NOTED
E. S. HUNTER

This is in response to Mrs. Ball's presentation to the Transportation Commission July 16, 1985.

Our plans for handling water in the Haines Street Interchange area remains essentially as described in previous correspondence. We have no intention of redirecting water flowing in other channels or culverts onto the DJB or Ball property.

I have checked with project personnel and neither they nor I have knowledge of elimination of a manhole which would result in added water going on Mrs. Ball's property.

The CTB operation Mrs Ball describes is normal practice. Water is sprayed on the CTB until the contractor finishes placing and compacting the CTB. An asphalt curing film is then sprayed on to facilitate the curing process.

The white cloth and black pipe Mrs Ball describes is a typical installation. Perforated drain pipe is installed to collect water. A filter fabric is then placed to keep silt from washing in and plugging the pipe.

ALLAN C. HARWOOD
Metro Region Operations Engineer

ACH/gw
cc Geraldine Ball

bc E. S. Hunter

RECEIVED
STATE HWY ENGR
AUG 16 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-1850

H.S. COULTER

PLEASE MAKE PART OF THE GON TRANSPORTATION COMMISSION ORD OF JULY 16, 1985

Mr. Chairman and Members of the Oregon Transportation Commission:
My name is Geraldine Ball and I am representing DJB, Inc. and myself, G. L. Ball

Rather than take your valuable time to read this into the record I have asked that you each receive a copy prior to the meeting so that you might make it part of the record. We ask that you also make the album submitted to you today part of the record and it will make it easier for you to understand why we need your help.

We are sorry to be bothering you again but time is of the essence as the lanes on the West side of I-5 are in the final stages and the pipe that was to carry the water south has been eliminated as the highway personnel stated that it wasn't needed. Instead they have many drainages going from East to West which we feel certain will end up on DJB, Inc. property.

We spent thousands of dollars with our attorney who in turn obtained letters and maps and assurance from Mr. Harwood as to how the drainage water to the East of 66th would be handled so as not to damage our property. At first we were told that all the water from the East side of I-5 would be directed to the holding pond and then released a little at a time to follow the original line as marked out on the map attached.

Then it was revised in October, 1984 to the line as shown on the map and I witnessed and have pictures of how it was installed. A few weeks ago I was informed one manhole was to be eliminated and if this were the case all the water would go on our property rather than continuing on down to 68th and 69th via the culvert that was installed.

During the past couple of weeks drainage has been placed from East to West to drain the West lanes of I-5. On Saturday, July 13, 1985 Cascade Construction brought in CTB and put on top of the silt they (contractors) had brought in and then the water wagon came many times and put water on the area and when they were sure they had enough water that wouldn't sink into the material the asphalt spray man came along and sprayed not only the road but the big hole that has a culvert at the bottom and black hose and rocks in white cloth. Before putting the white cloth down they put silt and rocks underneath. This is in the area of 54 and we would assume all this time and effort has been put in to make it look wet so they can dump the water and say it was always wet as pictures from the air would show it that way since something in the asphalt made it take on a blue tint. This was not used on the entire road but just in certain places. I noticed him adding something.

ORIGINALLY THE OREGON DEPT. OF TRANSPORTATION PLANNED TO DUMP ALL THE WATER FROM THE EAST SIDE OF I-5 in the area of the interchange onto our property and when we spotted this on the maps we objected. Now it appears in spite of all the letters and maps assuring us of changes so this wouldn't happen.....IT IS HAPPENING UNLESS WE GET HELP FROM YOU IMMEDIATELY.

In some cases where the cloth, rock and black pipe were used for drainage of the West side of I-5 it simply drains into the ditch provided by Linnco Electric for their pipe and could easily end up on our property.

PLEASE ADVISE HOW YOU ARE DISPOSING OF WATER THAT ORIGINALLY WAS IN CULVERT AT STATION 421. The Environmental Impact Statement says it could be sent to Station 51 and if that is the case will you ask the Highway Division and Contractors to make certain none of it goes on DJB, Inc. or G. L. Ball property.

We feel certain the water that drains down 66th near Clinton and from East side of I-5 to manhole on So. side of Clinton is being directed down to 67th and into the drainage provided by Metzger Water District....pictures of which have already been supplied to you and made part of the Transportation Commission record as they show how the water is directed onto DJB, Inc. property.
We found it necessary to change our legal representation as Fred Anderson was not available at times due to health problems. We would appreciate it if you would ask your staff to send a new map outlining exactly how all drainage in the area shown on the attached map is being handled so none of it will end up on DJB, Inc. property (as originally promised by Mr. Harwood in 1983) to: MR. ROBERT BALL, BALL, JANIK, AND NOVACK, One Main Place, 101 S. W. Main, Portland, Oregon 97204
Thank you.

cy Hardt TAA 7-17

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 26, 1984

In Reply Refer To
File No.:

FRED A. ANDERSON
Anderson, Dittman, & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

In response to your letter of August 27, 1984, our plans for handling runoff water remain the same as outlined in my previous letters of May 11, June 13, and July 29, 1983, and March 14, June 25, and July 16, 1984. I've enclosed copies of the above letters and a copy of my letter of December, 1983 which was the result of our on-site meeting.

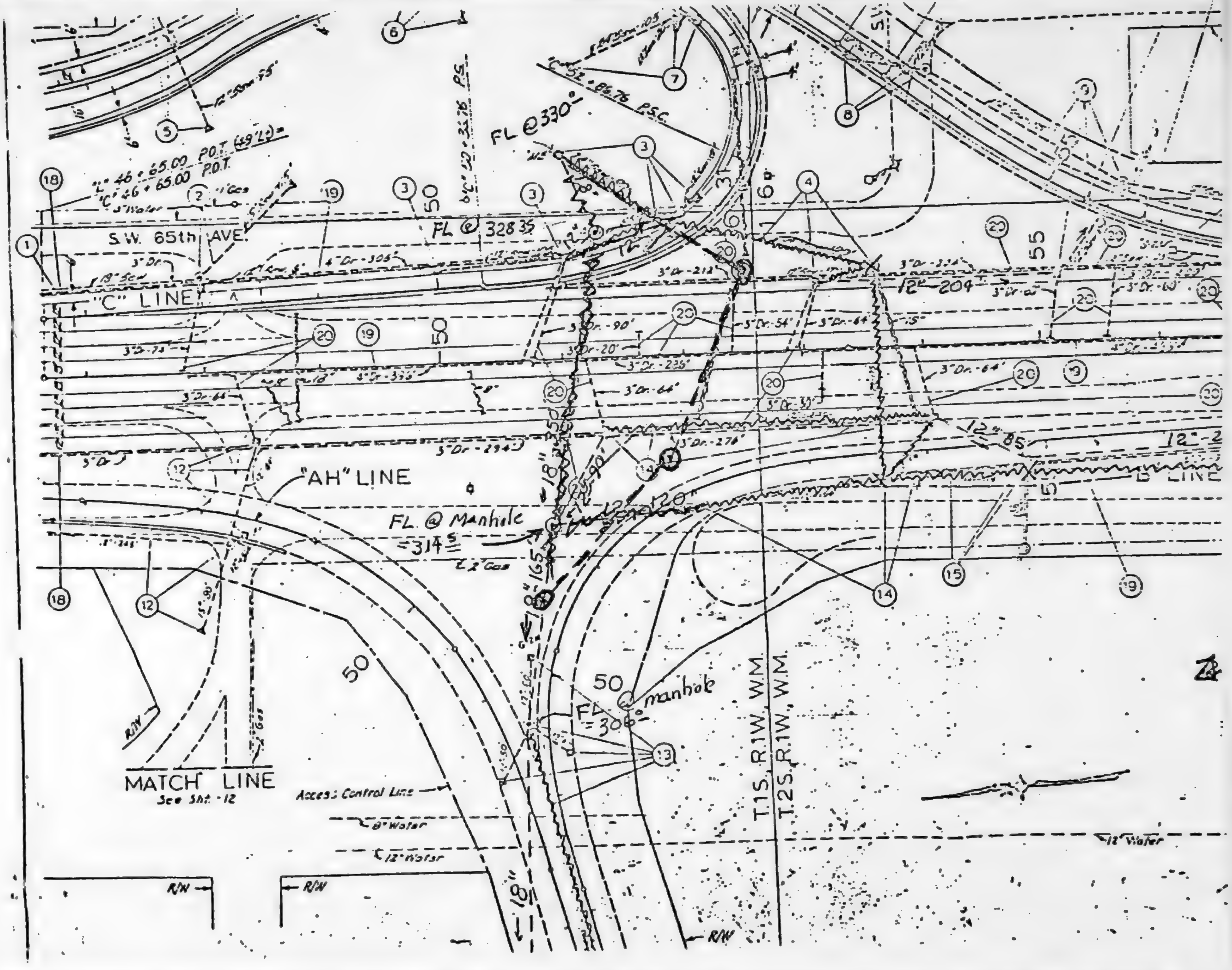
Referring to the second paragraph of your letter, I'm afraid that I cannot assure you that no drainage water will be allowed to "Penetrate the DJB ownership or any other private ownership lying westerly of 66th Avenue." There are at the present time existing drainage channels which historically do carry surface run-off water across private property.

The one change in the drainage plans which has been made is the result of extending the southbound off-ramp and developing a connection between SW 68th and 69th. In anticipation that this improvement will be extended on to the west, we have installed a pipe along Dartmouth Street. This pipe at the present time is dry, and we expect it to remain so until such time as that future improvement to the west is made.

Allan Harwood
Allan C. Harwood
Metro Region Operations Engineer

Attachment

RECEIVED OCT 1 - 1984


S.W. 65th AVE.
"C" LINE
"AH" LINE
B LINE
"L" 46 + 65.00 P.O.T.
"C" 46 + 65.00 P.O.T.
FL @ 330±
FL @ 328.35
FL. @ Manhole = 314.5
FL = 306 manhole
12" 204
12" 85
12" 120"
18"
18" 165
MATCH LINE
See Sht. 12
Access Control Line
8" Water
12" Water
R/W
T.1S. R.1W. W.M.
T.2S. R.1W. W.M.
50
55
6+
1
2
3
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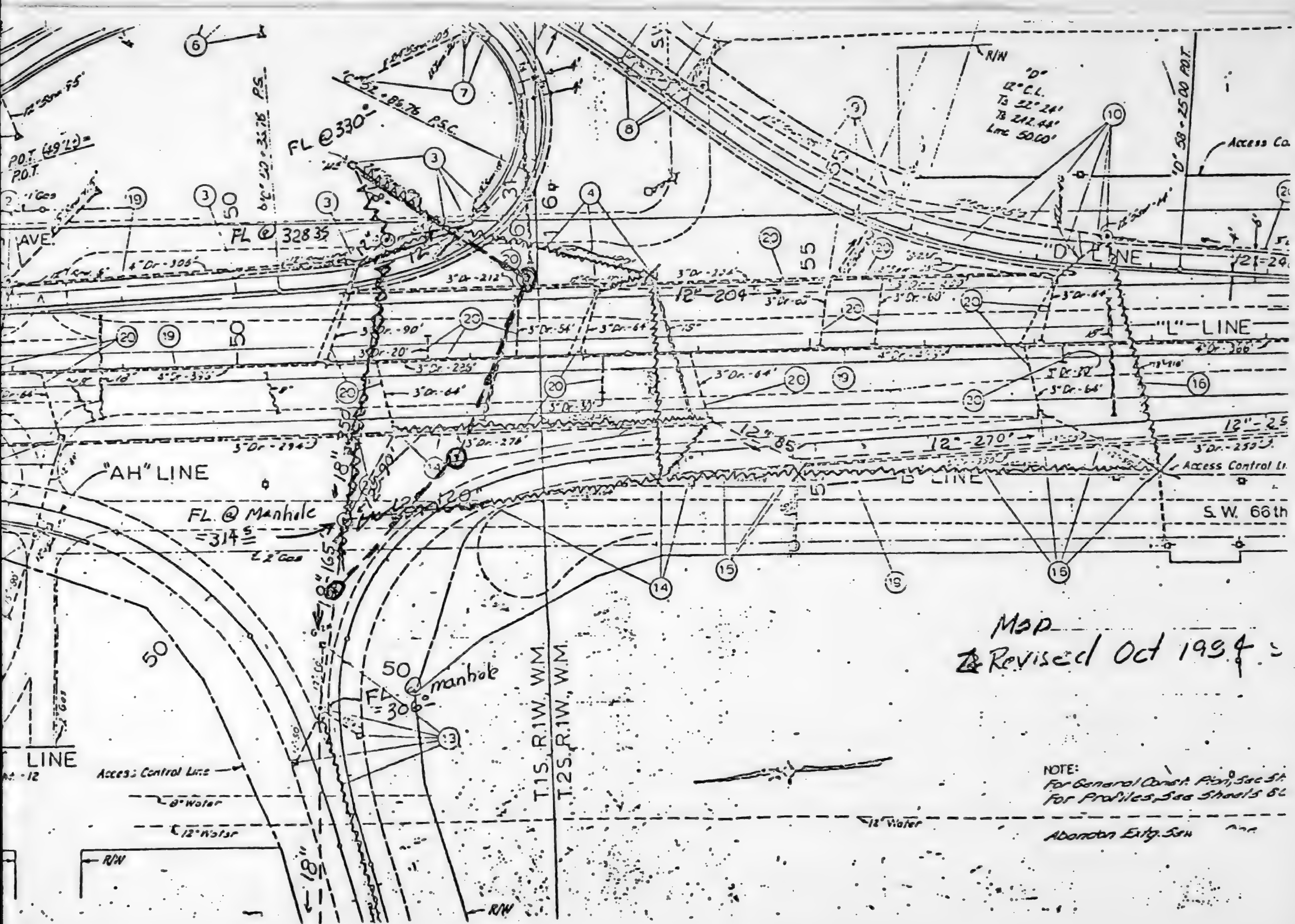
OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE


"AH" LINE
"L" LINE
"D" LINE
"B" LINE
S.W. 66th
AVE
LINE
T.1S. R.1W. W.M.
T.2S. R.1W. W.M.
FL @ 330±
FL @ 328.35
FL. @ Manhole = 314±
FL = 306±
manhole
12"-204'
12"-85'
12"-270'
12"-25
18"-165'
18"
12"
Access Control Line
8" Water
12" Water
R/W
"D"
12° C.L.
Access Co
NOTE:
For General Const. Plan, See Sh
For Profiles, See Sheets 6
Abandon Extg. Sew
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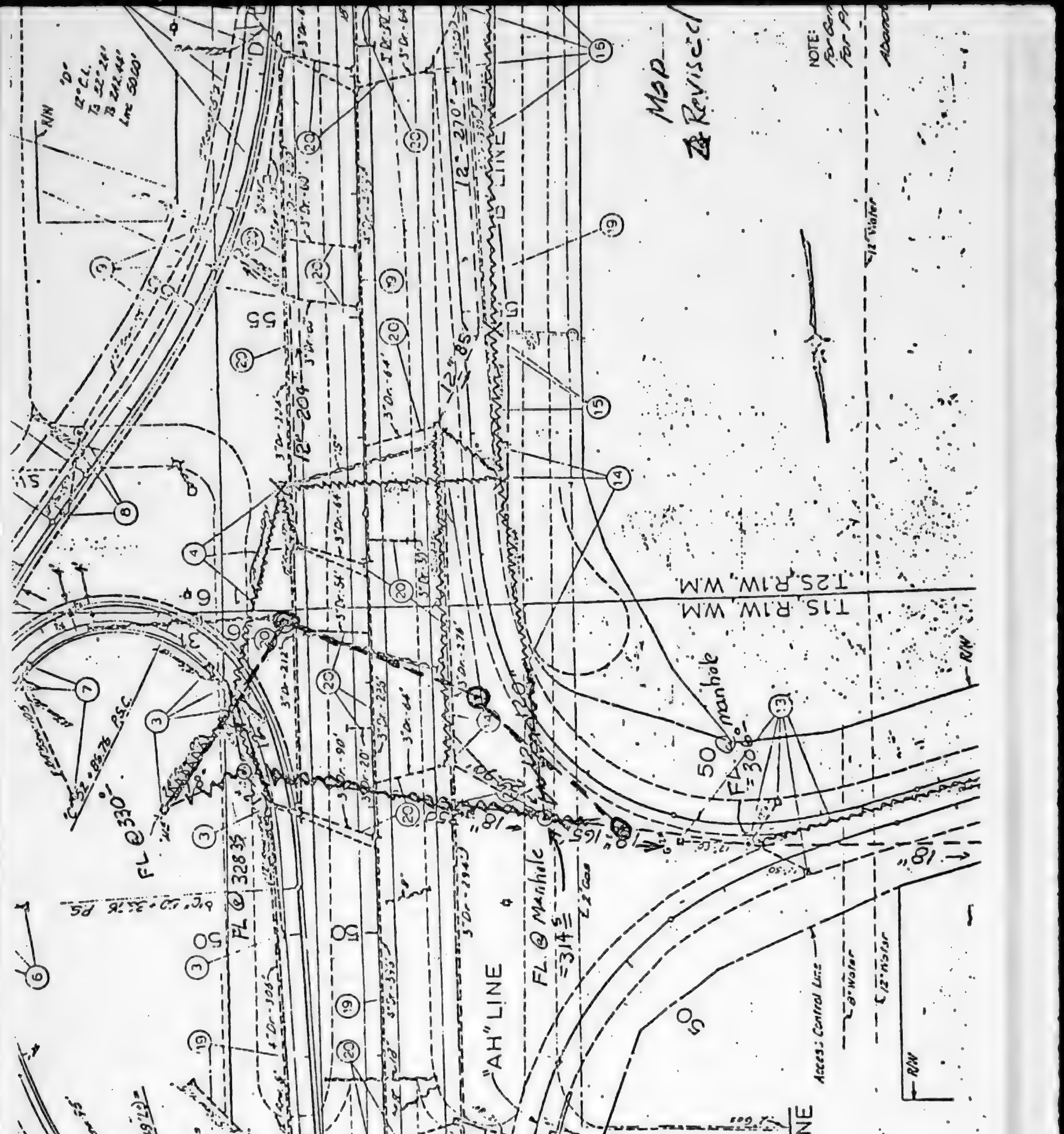
Map
Revised Oct 1954



"C" LINE
"AH" LINE
"B" LINE
S.W. 65th AVE
MATCH LINE
See Sht. 12
T.1S. R.1W. W.M.
T.2S. R.1W. W.M.
FL @ 330
FL @ 328.35
FL @ Manhole = 314±
FL = 306
manhole
12" 204±
12" 85
12" 270
12" 165
Access Control Line
8" Water
12" Water
R/W
NOTE:
Map
Revised
1
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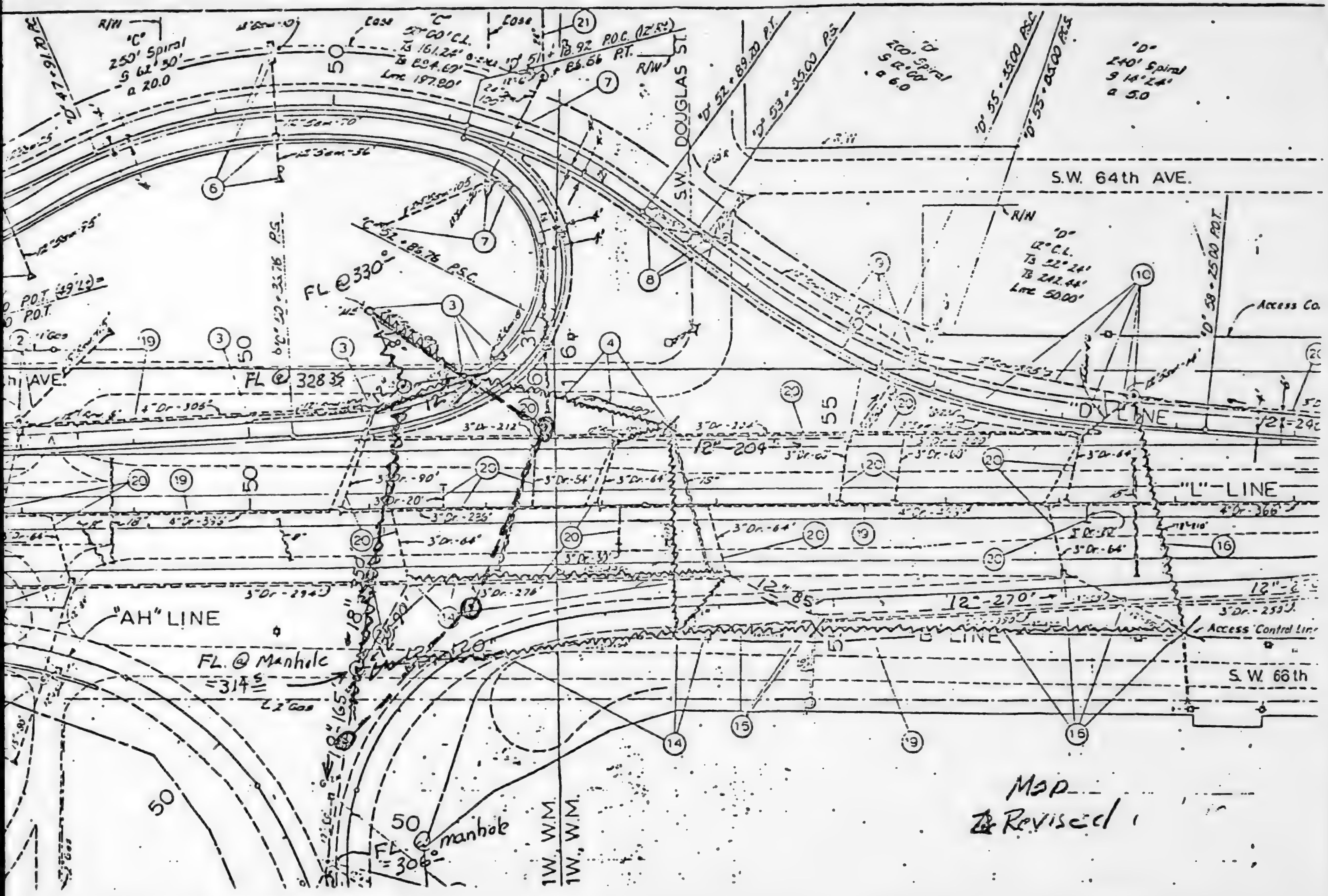
Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE


S.W. 64th AVE.
S.W. DOUGLAS ST.
S.W. 66th
"D" LINE
"L" LINE
"AH" LINE
B LINE
1W. W.M.
1W. W.M.
R/W
"C" 250' Spiral S 62°30' a 20.0
"C" 5°00' C.L. Ts 161.24' Ts 224.60' Lnc 197.80'
"D" 200' Spiral S 12°00' a 6.0
"D" 240' Spiral S 14°24' a 5.0
"D" 12° C.L. Ts 212.44' Ts 212.44' Lnc 50.00'
"D" 47+91.70 P.C.
"D" 52+89.70 P.T.
"D" 53+33.00 P.S.
"D" 55+33.00 P.S.C.
"D" 55+85.00 P.S.
"D" 58+25.00 P.O.T.
"C" 52+86.76 P.S.C.
51+18.92 P.O.C. (12'52')
85.66 P.T.
P.O.T.
FL @ 330°
FL @ 328.35
FL @ Manhole =314.5
FL =306°
manhole
12"-204'
12"-270'
12"-85
12"-240
3"Dr-212
3"Dr-64'
3"Dr-90'
3"Dr-20'
3"Dr-54'
3"Dr-276'
3"Dr-294'
3"Dr-236'
4"Dr-305'
4"Dr-366'
4"Dr-335'
3"Dr-259'
Access Control Line
Access Co.
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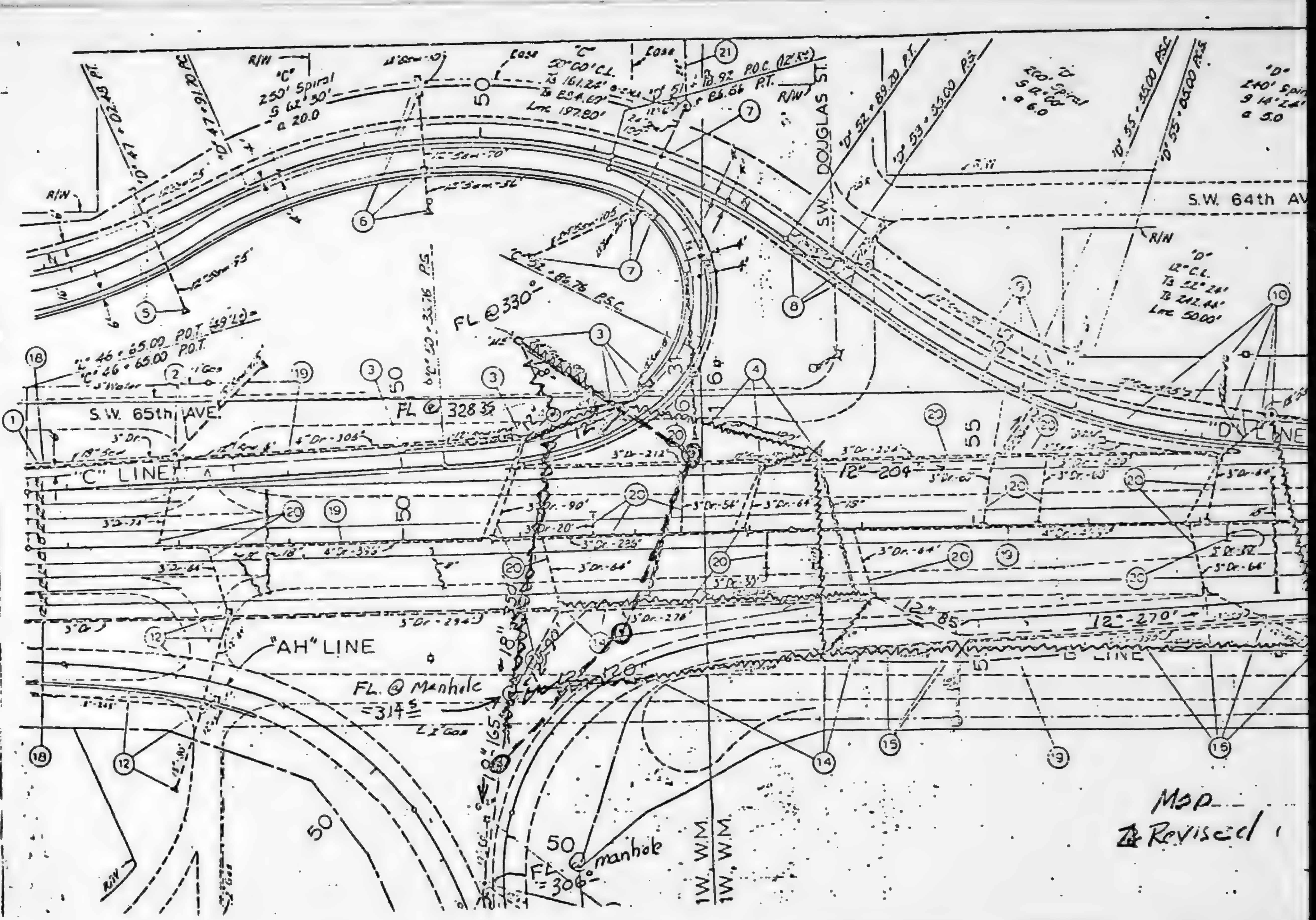
Map
Revised


S.W. 64th AV
S.W. 65th AVE.
SW DOUGLAS ST.
"C" LINE
"D" LINE
"AH" LINE
B LINE
R/W
"C" 250' Spiral S 62°30' a 20.0
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"D" 240' Spiral S 14°24' a 5.0
"D" 12° C.L. Δ 22°24' Δ 242.44' Lnc 50.00'
"D" 47+02.48 P.T.
"D" 47+91.70 P.C.
"D" 52+89.70 P.T.
"D" 53+33.00 P.S.
"D" 55+35.00 P.S.C.
"D" 55+05.00 P.S.
"C" 52+86.76 P.S.C.
"L" 46+65.00 P.O.T.
"C" 46+65.00 P.O.T.
18.92 P.O.C.
86.66 P.T.
FL @ 330°
FL @ 328.35
FL. @ Manhole =314.5
FL =306 manhole
12"-204
12"-85
12"-270'
12"-120
18"-165
1W. W.M.
1W. W.M.
50
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Map
Revised

ORIGINAL FOR The Record

PLEASE MAKE PART OF THE OREGON TRANSPORTATION COMMISSION RECORD OF JULY 16, 1985

Mr. Chairman and members of the Oregon Transportation Commission:
My name is Geraldine Ball and I am representing DJB, Inc. and myself, G. L. Ball

Rather than take your valuable time to read this into the record I have asked that you each receive a copy prior to the meeting so that you might make it part of the record. We ask that you also make the album submitted to you today part of the record and it will make it easier for you to understand why we need your help.

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Thank you.

Referred to in OTC
minutes of 7/16/85

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 26, 1984

In Reply Refer To
File No.:

FRED A. ANDERSON
Anderson, Dittman, & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

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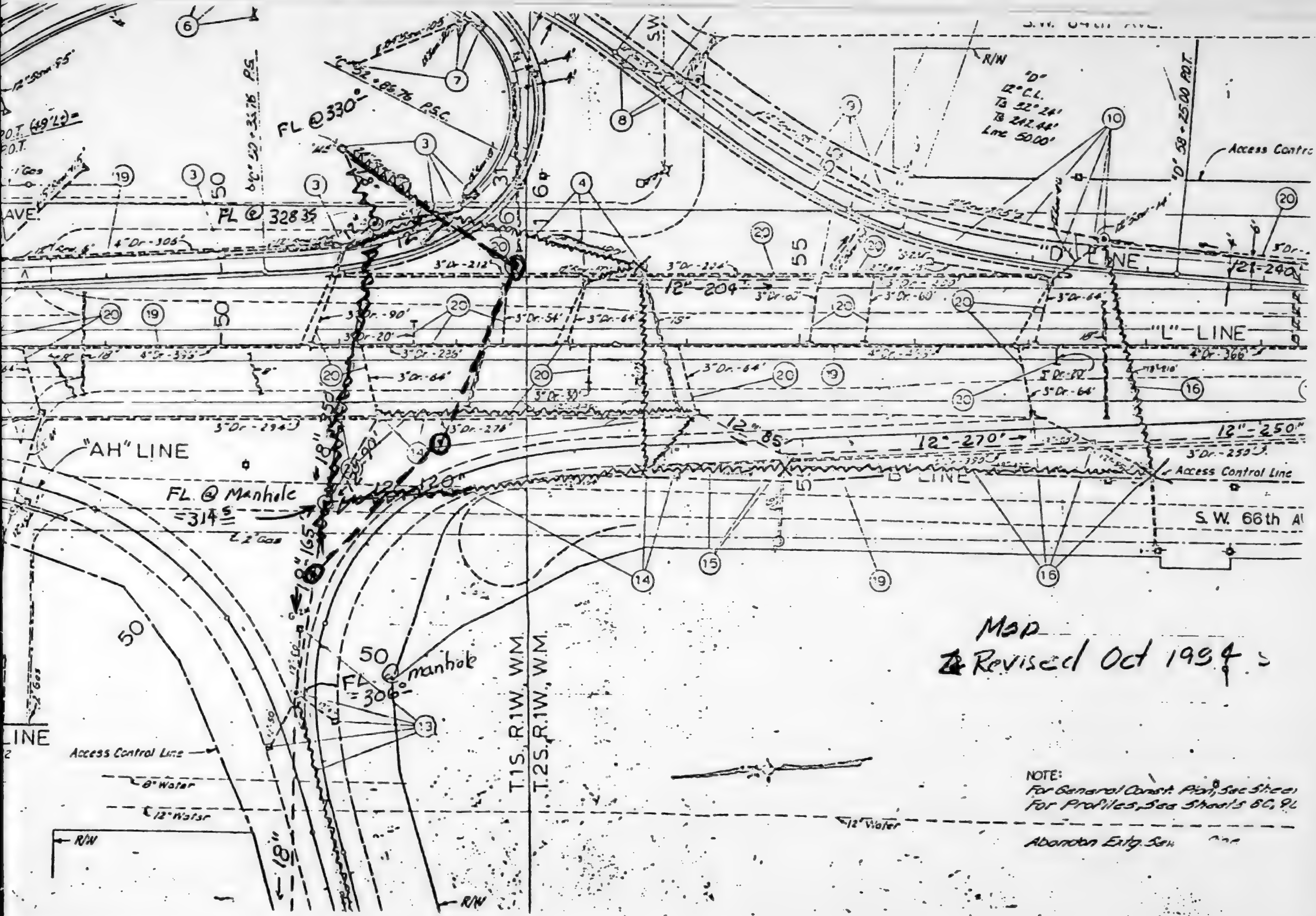
Allan Harwood

Allan C. Harwood
Metro Region Operations Engineer

Attachment

RECEIVED OCT 1 - 1984

734-1850



S.W. 64th AVE.
"D" LINE
"L" LINE
"AH" LINE
S.W. 66th A
AVE.
LINE
"D"
12° C.L.
T3 32° 24'
T3 212.44'
Line 50.00'
"D" 58+25.00 P.O.T.
P.O.T. (49' Lt) =
P.O.T.
Access Control Line
Access Contr
R/W
FL @ 330±
FL @ 328.35
FL @ Manhole = 314.5±
FL = 306±
manhole
12" - 204'
12" - 270'
12" - 250"
12" - 85'
12" - 120'
18" 165'
18"
21" - 240'
3" Dr. - 212'
3" Dr. - 214'
3" Dr. - 90'
3" Dr. - 20'
3" Dr. - 54'
3" Dr. - 64'
3" Dr. - 235'
3" Dr. - 294'
3" Dr. - 278'
3" Dr. - 60'
3" Dr. - 259'
4" Dr. - 305'
4" Dr. - 335'
4" Dr. - 366'
52+86.76 P.S.C.
50
55
T.1S. R.1W. W.M.
T.2S. R.1W. W.M.
8" Water
12" Water
2" Gas
1" Gas
12" San. S.S.
3
4
6
7
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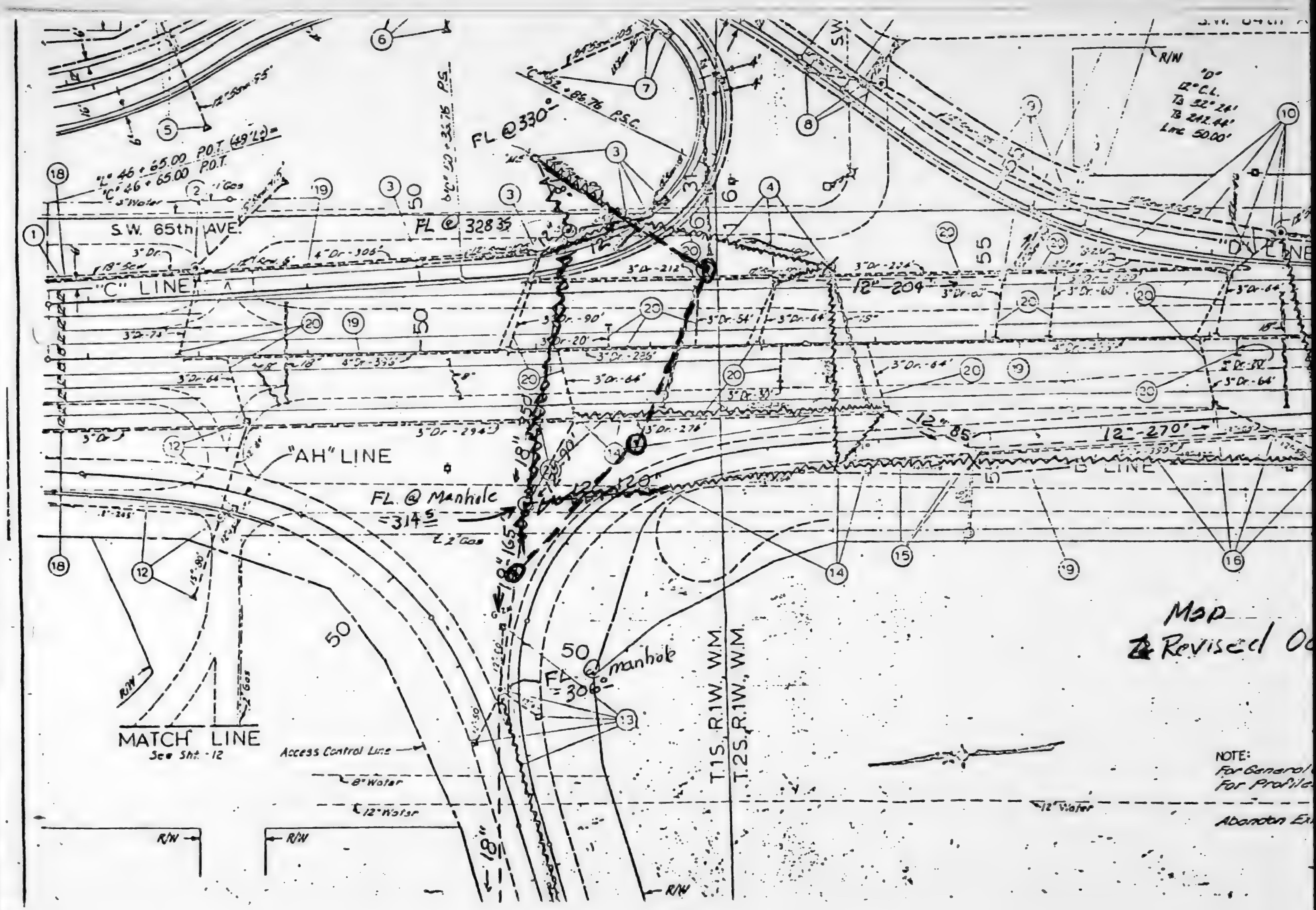
16
19
20

Map
Revised Oct 1994

NOTE:
For General Const. Plan, See Shee
For Profiles, See Sheets 8C, 9C

Abandon Extg. San


S.W. 65th AVE.
"C" LINE
"AH" LINE
"D" LINE
B LINE
"L" 46 + 65.00 P.O.T. (49'Lt)=
"C" 46 + 65.00 P.O.T.
FL @ 330°
FL @ 328 35
FL @ Manhole = 314 5
FL = 306° manhole
12" - 204
12" - 85
12" - 270'
18"
165
120"
"D" 12" C.L. Δ 32° 26' Ts 212.44' Lne 50.00'
T.1S. R.1W. W.M.
T.2S. R.1W. W.M.
MATCH LINE
See Sht. 12
Access Control Line
8" Water
12" Water
R/W
Map
Revised Oc
NOTE:
For General
For Profiles
Abandon Ex
50
55
1
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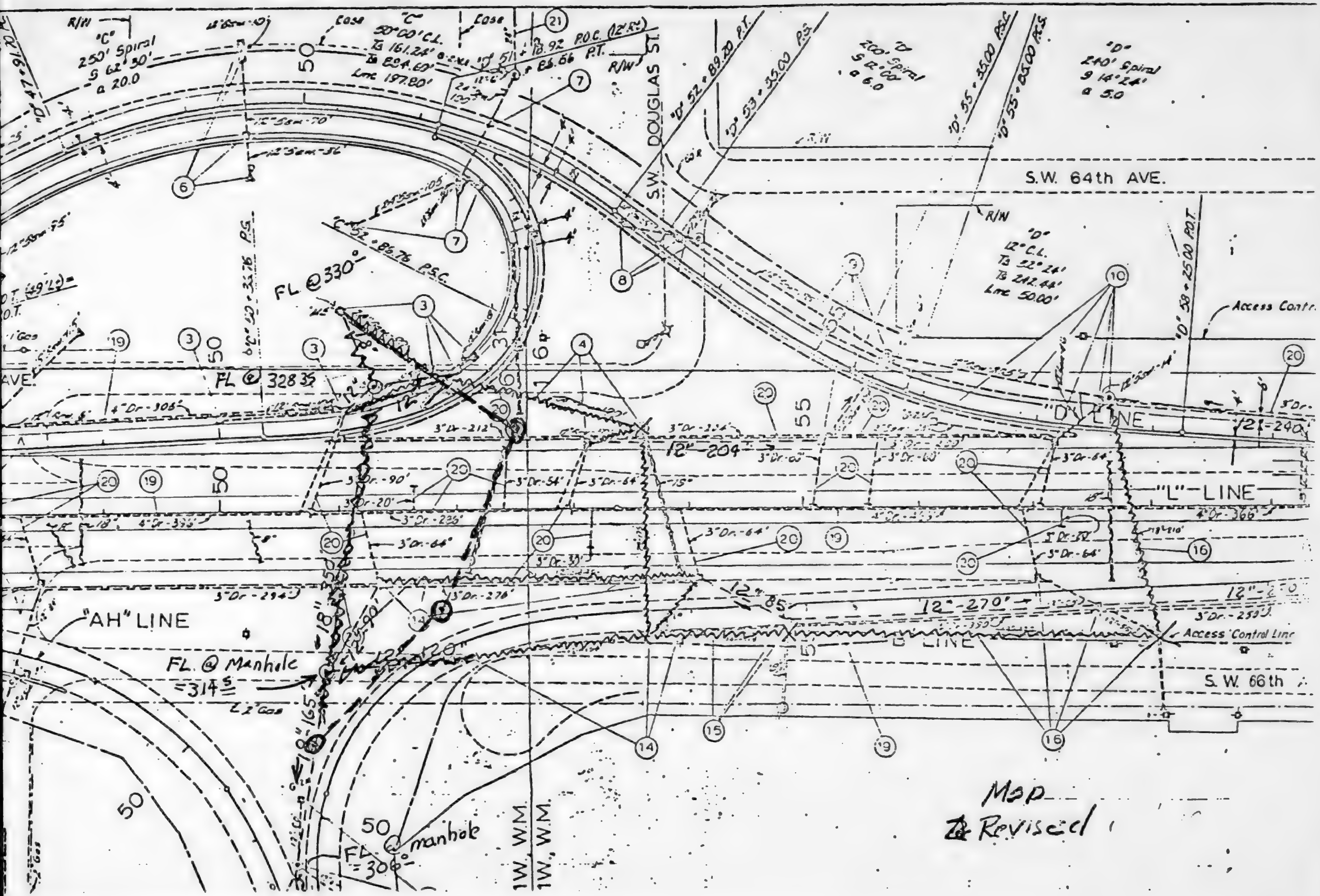
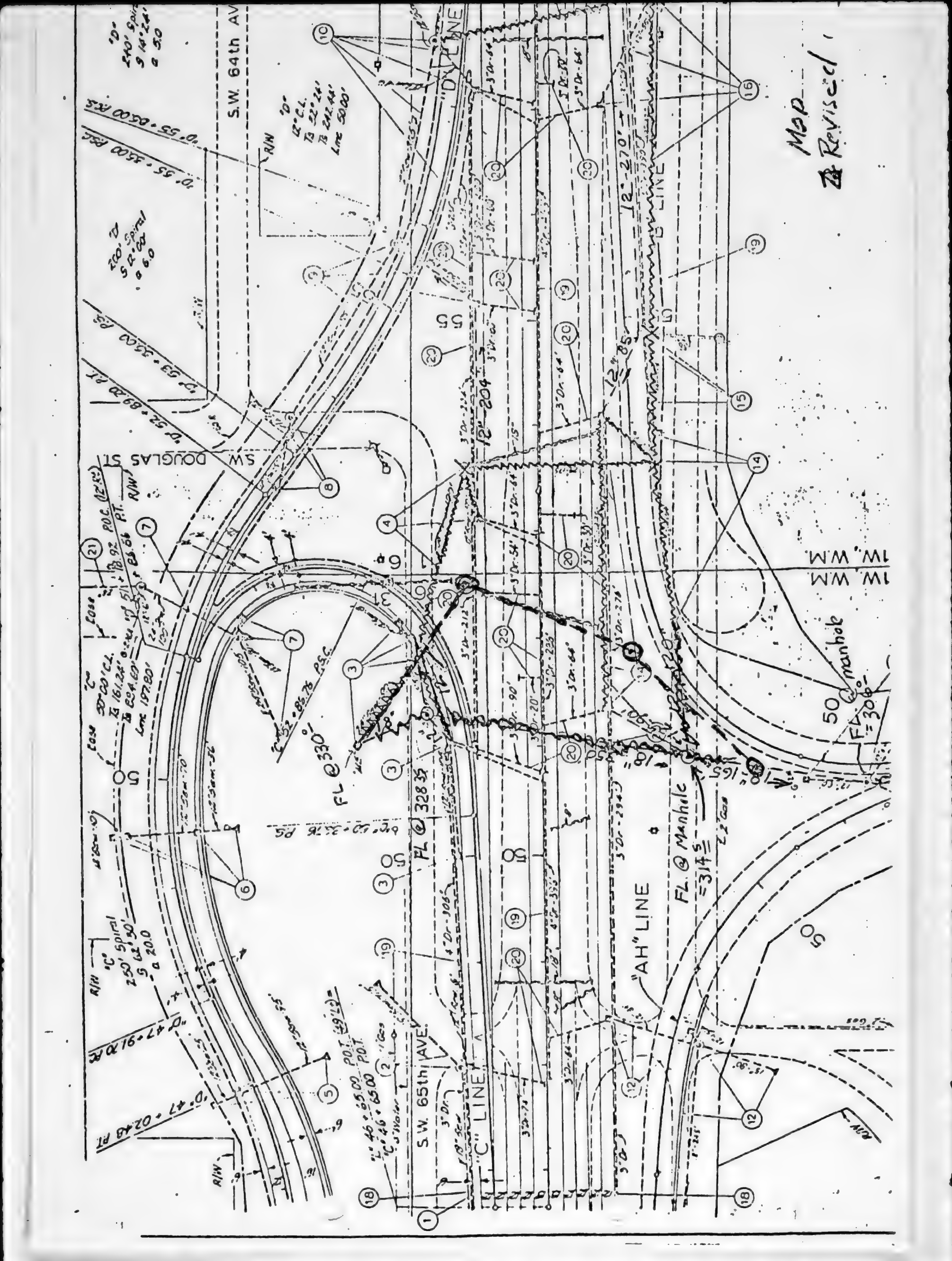

"C" 250' Spiral S 62°30' a 20.0
"C" 50°00' C.L.
Δ 161.24'
Δ 284.60'
Lnc 197.80'
R/W
21
7
P.O.C. (12' Rt)
P.T.
S.W. DOUGLAS ST.
'D' 52 + 89.20 P.T.
'D' 53 + 35.00 P.S.
200' 'D' S 12°00' Spiral a 6.0
'D' 55 + 35.00 P.S.C.
'D' 55 + 85.00 P.S.
"D" 240' Spiral S 14°24' a 5.0
S.W. 64th AVE.
R/W
"D" 12° C.L. Δ 22°24' Δ 212.44' Lnc 50.00'
'D' 58 + 25.00 P.O.T.
Access Contr.
6
7
8
52 + 86.76 P.S.C.
FL @ 330°
3
4
10
19
50
AVE.
FL @ 328.35
12"-204
55
"D" LINE
12"-240
20
"L" LINE
16
"AH" LINE
FL. @ Manhole = 314.5
12"-85
12"-270'
Access Control Line
S.W. 66th
14
15
16
50
manhole
FL = 306°
1W. W.M.
1W. W.M.

Map
Revised


S.W. 64th AVE
S.W. DOUGLAS ST
S.W. 65th AVE
"C" LINE
"D" LINE
"AH" LINE
FL @ 330±
FL @ 328.3±
FL @ Manhole =314±
FL =306±
manhole
12" 204±
12" 270±
12" 85±
1W. WM

MBP
Revised

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.: LEG

March 22, 1985

John C. McLean
Assistant Attorney General
Department of Justice
500 Pacific Building
520 S. W. Yamhill
Portland, OR 97204

E. S

RE: Wojahn v. State
Request for Production No. A8411-07007
Litigation Relating to 4/15/84 Accident
at (I-5 Overpass Structure) N. Tigard
Intchge-S. Tigard Intchge Section
Pacific Highway
Multnomah, Washington & Clackamas Counties

In response to the above Request for Production, I have attached information from the following areas:

- Commission Services in Salem, Contract & Bidders Proposal
- Metro Region Project Manager, 4 photos & sketch showing traffic control devices
- Road Design in Salem, Stage Construction Plan

Duane O. Christensen
Road Design Engineer

By
John R. Marks
John R. Marks
Final Project Coordinator

JRM:bn
Atchs.

cc: Jack Sollis
E. S. Hunter

RECEIVED
STATE HWY ENGR
MAR 22 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CL 1985-0020

March 22, 1985

FILED
MAR 25 1985
BARBARA ROBERTS
SECRETARY OF STATE

CON 5
#9615

COPY

Casteel & Carson, P.C.
Attorneys At Law
4111 N.E. Tillamook Street
Portland, OR 97212

Attention: James L. Casteel

Gentlemen or Ladies:

This will acknowledge your letter of March 12, 1985, with attached Notice of Claim on behalf of Albina Fuel Company, concerning the following Highway Division contract:

FILED:	Albina Fuel Company
AMOUNT:	$3,140.85 plus interest until paid
FOR:	Labor and material
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR	Sproul Excavating Company, Inc.
CONTRACT NO.:	9615
PROJECT:	North Tigard Interchange-South Tigard Interchange Section of the Pacific Highway.
SURETY:	United Pacific Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405-8th Ave. S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

[illegible] ON CARD
4-4-85 kjm

RECEIVED
MAR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CASTEEL & CARSON, P.C.
FORMERLY STIRLING & CASTEEL
ATTORNEYS AT LAW
4111 N. E. TILLAMOOK STREET
PORTLAND, OREGON 97212

TELEPHONE (503) 288-9291

JAMES L. CASTEEL
BRETT S. CARSON

J. P. STIRLING
(1911-1981)

March 12, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
No. P 551 621 707

H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

SECRETARY OF STATE
State of Oregon
Salem, OR 97310

Gentlemen:

As attorneys for Albina Fuel Company we are hereby providing you with Notice of Claim against the bond relating to the North Tigard Interchange - South Tigard Interchange section of the Pacific Highway, Multnomah, Washington and Clackamas Counties.

You are being provided with this notice under the provisions of ORS 279.528.

Very truly yours,

JL Casteel

James L. Casteel

JLC:ko
Enclosure

RECEIVED
MAR 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR

MAR 13 '85

REFER TO
Garmsen

FOR

Info	Invest	R/D	D/R	Sign	Act	File
			✓		✓	

NOTICE OF CLAIM

RECEIVED
STATE HWY ENGR
MAR 14 '85
REFER TO
Gormsen
FOR
Info Inves R/D [✓ D/R] Sign [✓ Act] File

RECEIVED
DOT DIRECTOR
MAR 13 '85
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

TO: H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

SECRETARY OF STATE
State of Oregon
Salem, OR 97310

Attn: Clerk or Auditor

NOTICE IS HEREBY GIVEN that the undersigned, Albina Fuel Company has a claim for the sales price and reasonable value of fuel products and labor incurred in applying said products, supplied and sold to Sproul Excavating Company, Inc., in the amount of $3,140.85, plus interest thereon at the rate of 1-1/2% per month from August 7, 1984, until paid. The fuel products sold and services rendered were supplied to the recipient for the prosecution of work as a subcontractor in the project known as North Tigard Interchange - South Tigard Interchange section of the Pacific Highway, Multnomah, Washington and Clackamas Counties, prime contractor, Donald M. Drake Company. This claim is against the principal and surety of that bond we believe to be described as United Pacific Insurance Company, bond no. 493921, taken for the project above described.

DATED the 8th day of March, 1985.

ALBINA FUEL COMPANY

By N. L. Arntson
NEAL ARNTSON, President

alia copy

RECEIVED
MAR 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Fred Miller, Director
State of Oregon, Department of Transportation
140 Transportation Building
Salem, OR 97310

Bob Shotwell
North Tigard & South Tigard Interchange Project Manager
4755 S. W. Watson
Beaverton, OR 97005

Donald M. Drake Company
c/o David R. Trachtenberg, Attorney
610 S. W. Alder Street, Suite 800
Portland, OR 97205

CERTIFIED
A TRUE COPY

cc: Sproul Excavating Company, Inc.
13805 S. W. Tualatin-Sherwood Road
Sherwood, OR 97140

United Pacific Insurance Company
825 N. E. Multnomah
Portland, OR 97232

RECEIVED
MAR 15 1985
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

March 20, 1985

Fidelity Collection Service, Inc.
135 S.E. Third Avenue
P.O. Box 429
Hillsboro, OR 97123

CON 5
9615

Attention: D. L. Cook
President

RE: Bretthauer Road Oil
Company vs
Sproul Excavation
Company, Inc.

Gentlemen or Ladies:

This will acknowledge your letter of February 28, 1985, concerning an assignment of claim on Contract No. 9615, North Tigard-South Tigard Interchange Project.

The State does not make payments to claimants. It is the Department's policy to make payments direct to the prime contractor. At the request of the prime contractor and their surety, we do accept assignment of funds to someone other than the prime contractor, such as the surety or banks.

Under Oregon law, claims may be filed with this office by claimants for labor and materials against the prime contractor. This can be done by sending a Notice of Claim stating the contractor's name, project description, contract number, and amount of claim. We will notify the Secretary of State, surety and prime contractor.

If you have any further questions, please contact our Attorney, Jack Sollis, at 378-4259.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bc: Jack Sollis

FKN:js

Fidelity Collection Service, Inc.
A Complete Collection Service
"Accounts Receivable Management"

135 S.E. Third Avenue
Hillsboro, Oregon 97123
(503) 648-2168

February 28, 1985

Mr. Robert Gormsen
Manager of Commission Services
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

Re: Bretthauer Road Oil Co.
vs Sproul Excavation Co., Inc. $493.60

Dear Mr. Gormsen,

We have been advised by Sproul Excavation Co., Inc., that as a supplier of material and equipment to the job referred to as "The North South Tigard Interchange Contract #9615", prime contractor Donald M. Drake Co. and sub-contractor Sproul Excavation Co., Inc., Bretthauer Road Oil Co. should be paid by Donald M. Drake Company's bond #U493921 filed with the State of Oregon.

Fidelity Collection Service, Inc., has been assigned this claim by Bretthauer Road Oil Co. We are enclosing statements covering this work and also a copy of the assignment of the claim to us.

Please advise if there is any reason why this claim will not be accepted and paid direct to Fidelity Collection Service, Inc.

Thank you.

Yours very truly,

D L Cook
D. L. Cook
President

DLC:map

Enclosures: 2

cc: Donald M. Drake Co.
United Pacific Insurance Co.

RECEIVED
MAR 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bonded and Licensed by the State of Oregon since 1957

March 13, 1985

Fred Anderson
8865 S. W. Center Street
Tigard, OR 97223

CON

Mrs. Ball presented a written statement to the Oregon Transportation Commission at its February 26, 1985 meeting with the request that a response be directed to you.

Mrs. Ball in her communique discusses three items; the Highway Division has some involvement in two of these. Regarding the first item, disposal of surplus property in the South Tigard Interchange area, the policy of the Department is to not dispose of surplus property until highway construction in an area has been completed. At that time, the need for the property for future highway improvements or for other public use will be assessed and a determination made as to whether the property should be declared surplus and disposed of or retained.

The other item in which we perhaps have an involvement concerns a physical feature that Mrs. Ball refers to as the Villa Ridge Ravine. Mr. Harwood advises that he is not familiar with this particular feature; however, I am assured there have been no changes in the drainage plans from the plan previously sent to you by Mr. Harwood and none are anticipated.

Mrs. Ball also brought up the question of possible discrepancies between the City of Tigard and Washington County maps with regard to streets in the South Tigard Interchange which have been vacated. Our records indicate the street in question has been vacated as indicated on the map that Mrs. Ball obtained from Jack Sollis. However, this is an issue between Mrs. Ball and Washington County.

Fred D. Miller
Director

bc H. S. Coulter
W. E. Schwartz
E. L. Hardt
A. C. Harwood

ACH:cy:rw fn

PLEASE MAKE PART OF THE OREGON TRANSPORTATION COMMISSION RECORD OF Feb. 26, 1985 Meeting

Mr. Chairman and Members of Commission I do not want to t your valuable time to read this into the record but I do ask that it be made part of this Feb. 26, 1985 meeting.

As you are no doubt aware the Oregon Dept. of Transportation has surplus property adjoining the off ramp of the N. Tigard - S. Tigard interchange in the vicinity of S. W. Clinton.

It is our understanding that you intend to release this property to the retired highwayman who owns the adjoining property so it, in turn, can be sold to Kaiser Medical.

Originally I heard that the Oregon Dept. of Transportation would not release the property until the spring of 1986 but on Feb. 25, 1985 Frank Currie, City of Tigard Public Works Director advised the Council that Kaiser Medical wants to start building this summer.

Before releasing the property I would hope you would wait until the S. W. Corridor study is complete in case the property would be needed for a Tri-Met Park and Ride or Transit Station for Light Rail. The study should be complete within six months. As you know, this property was 92% Federally funded and 8% State funded so was paid for by the Taxpayers. The people of the area are desparately in need of a Park and Ride as the one on Barbur - five minutes away from State property - is completely filled by 8:00 A.M. in the morning and this would provide a Park and Ride to Tri-Met free of charge.

On February 19, 1985 when I was at Washington County I asked for a copy of map of the Triangle area showing the streets under City jurisdiction and those under County jurisdiction. I was horified to find streets going thru the area where Landmark Ford stores their new cars for customers to look at. This property was vacated in 1967 R & O 67-376 and also includes some of the property under the Ford dealership.

When I objected to Washington County they said it was a City of Tigard map and they looked on their surveyor's map and said they had it as vacated. The next day when I objected to the City of Tigard they said it was a Washington County map and they knew the area was vacated. We know we have been paying taxes on the Vacated property since 1967 and the Oregon Dept. of Transportation map received by Fred Anderson from Asst. Attorney General, Jack Sollis, also shows it as vacated as does Circuit Court Case 42-399.

Another item on the map was unbelievable. The location of where the Villa Ridge Ravine started had been eliminated and there were marks to show the water coming off into S. W. 66th. This no doubt explains why when I asked Frank Currie at a Council Meeting what the drainage was that was marked on our property he said "I thought that was Villa Ridge". Of course the natural course of water in the Villa Ridge Ravine is considerably north of our property. For verification I attach the Triangle portion of the 1980 Oregon Dept. of Transportation map and ask that it be made part of the Transportation Commission record. Also make part of the Transportation Commission record the map obtained from Washington County on Feb. 19, 1985 along with R & O 67-376 and Asst. Attorney General Sollis's map.

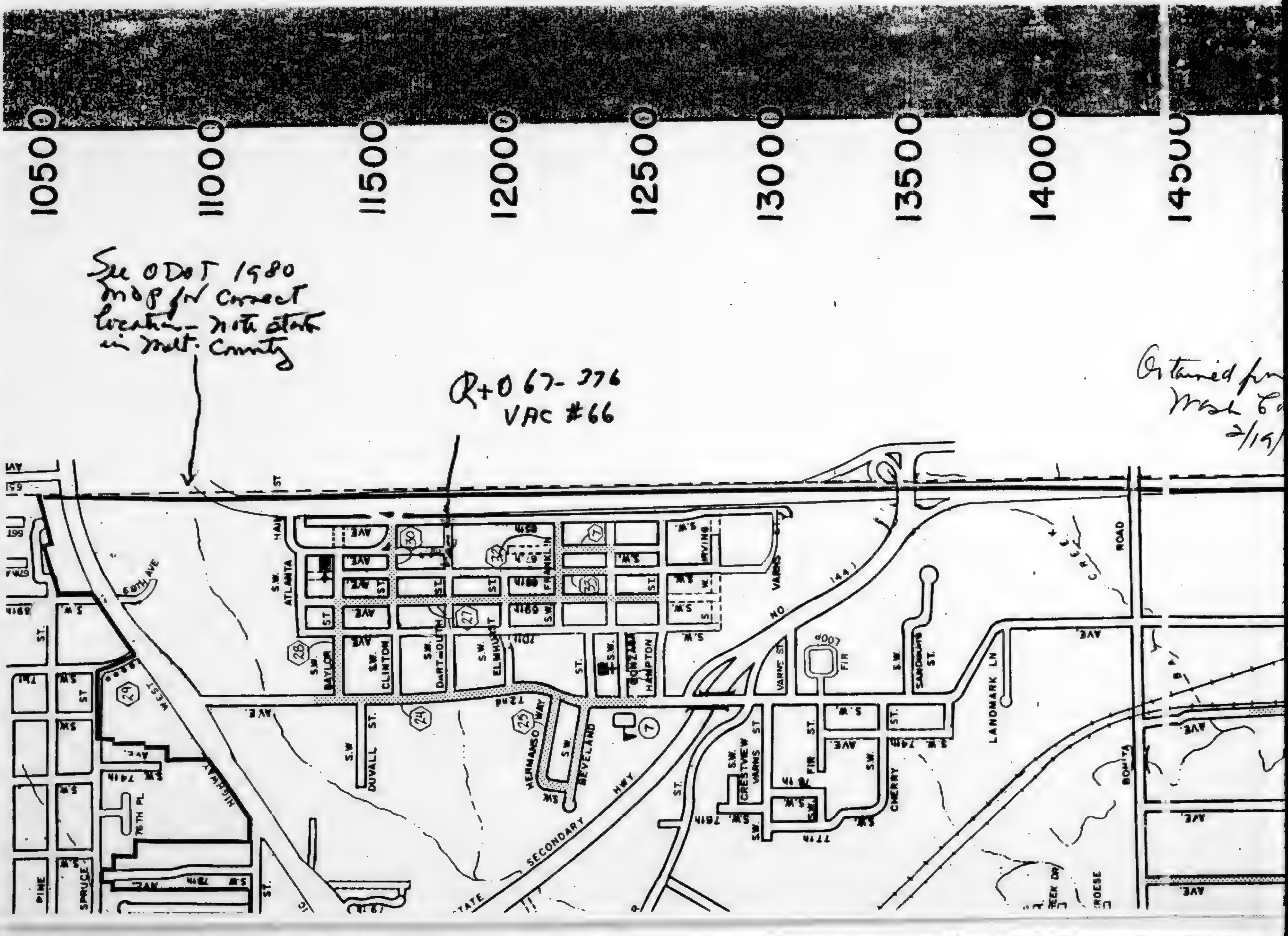
We know it is against the law to change the flow of water of a natural ravine, especially when it would interfere with the habitat of animals and birds. And, of course, we know it is against the law to dump water on another person's property.....AND WE HOPE THIS IS NOT ONE OF THE MINOR CHANGES REFERRED TO IN THE LAST LETTER WE RECEIVED FROM THE OREGON DEPT. OF TRANSPORTATION. Please send reply to Fred Anderson, 8865 S.W. Center ST., Tigard, Ore. 97223

Please make this and all attachments part of the Oregon Transportation Commission record.

RECEIVED
STATE HWY ENGR
FEB 27 '85
REFER TO Harold
FOR

for Miller

Received at Commission meeting 2-26-85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AVE.
78th
7th
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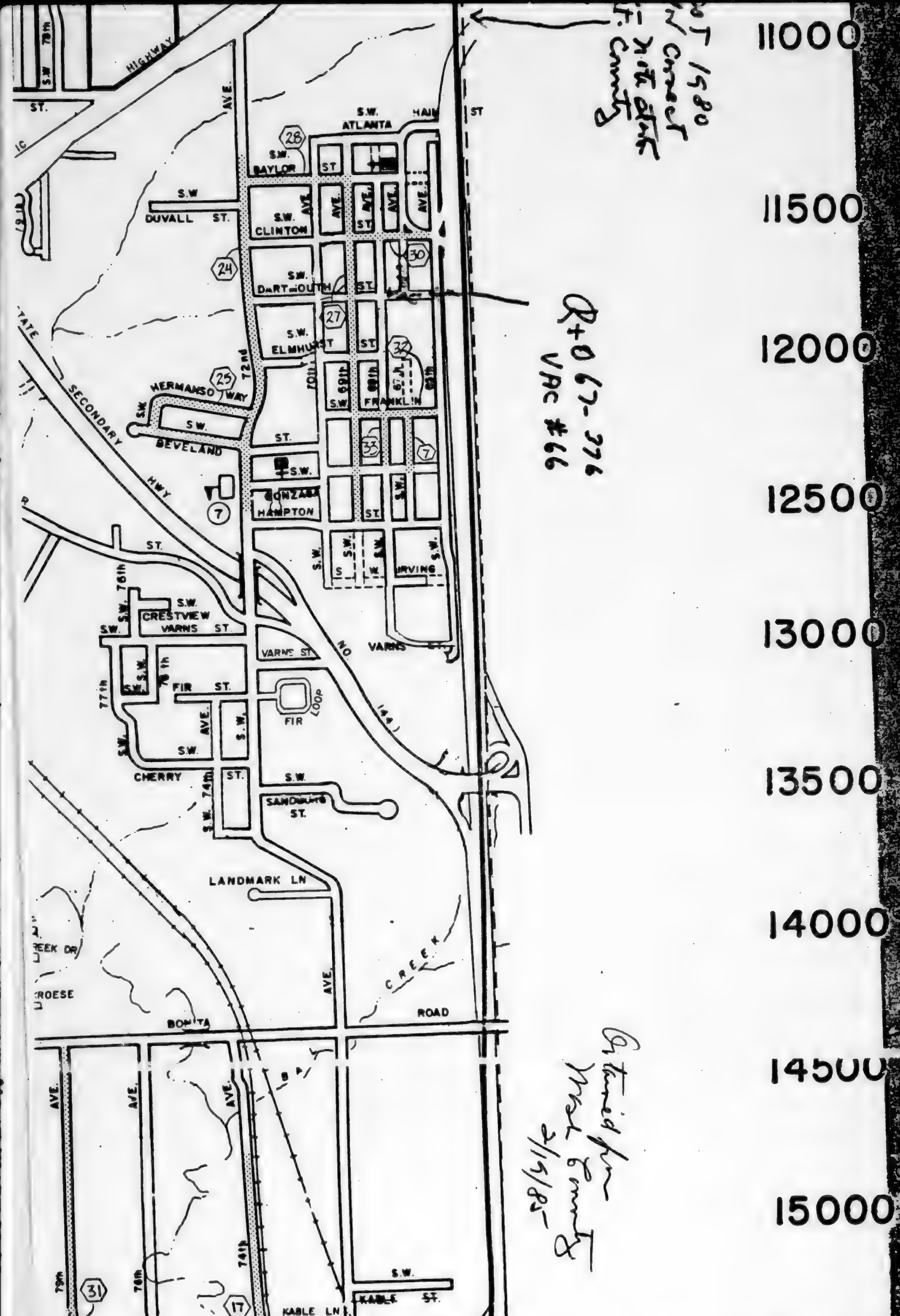
67th
66T
65T
AV
68TH AVE
HIGHWAY
WEST
29
S.W.
ATLANTA
HAINES ST
BAYLOR
28
CLINTON
DUVALL ST.
DARTMOUTH
24
27
ELMHURST
30
32
70th
69th
68th
67th
FRANKLIN
72nd
AVE.
HERMANSO WAY
25
BEVELAND
GONZAGA
HAMPTON
33
7
IRVING
STATE SECONDARY HWY
CRESTVIEW
VARNS ST.
FIR ST.
FIR LOOP
NO VARNS ST.
(144)
CHERRY
77th
SANDBURG ST.
LANDMARK LN
CREEK
BONITA ROAD
CREEK DR
FROESE

See ODOT 1980
Map for correct
location – note state
in Mult. County

R+O 67-376
VAC #66

Obtained from
Wash Co
2/19/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AVE.
S.W. ATLANTA
HAIN ST
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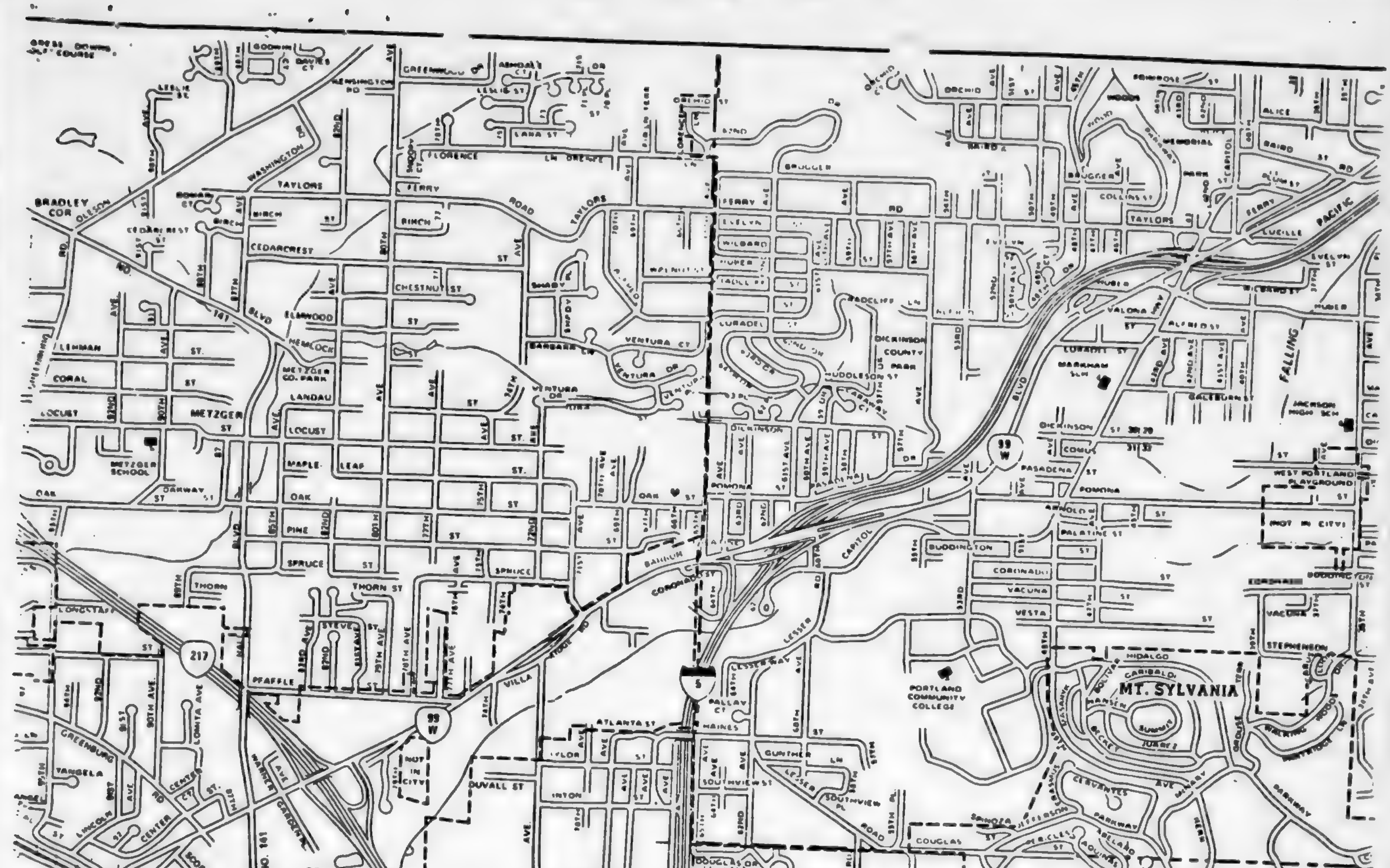
S.W. BAYLOR ST
S.W. DUVALL ST.
S.W. CLINTON
AVE.
ST
30
24
S.W. DARTMOUTH ST.
27
S.W. ELMHURST ST
32
72nd
STATE SECONDARY HWY
25
S.W. HERMANSO WAY
70th
69th
68th
67th
65th
S.W. FRANKLIN
S.W. BEVELAND ST.
33
7
S.W.
GONZAGA
HAMPTON
ST.
ST.
S.W. IRVING
76th
S.W. CRESTVIEW
S.W. VARNS ST.
VARNS ST.
NO. VARNS ST.
78th
77th
FIR ST.
FIR LOOP
(99W)
S.W. CHERRY ST.
74th
S.W. SANDBURG ST.
LANDMARK LN
CREEK DR
KROESE
CREEK
BONITA ROAD
AVE.
79th
76th
74th
31
17
S.W. KABLE ST.
KABLE LN
72nd

OT 1580
w/ Correct
R.R. Stat
F. County

R+O 67-376
VAC #66

Obtained from
Wash County
2/5/85


TIGARD
Pop. 14,650
METZGER
METZGER SCHOOL
METZGER CO. PARK
BRADLEY COR
MT. SYLVANIA
PORTLAND COMMUNITY COLLEGE
SOUTHWOOD PARK
DICKINSON COUNTY PARK
MARKHAM SCH
JACKSON HIGH SCH
WEST PORTLAND PLAYGROUND
CRYSTAL LAKE
BALL CR.
CARTER CR.
BONITA
MONS CR.
FALLING
SPRING
OREGON ELECTRIC RY.
SOUTHERN PACIFIC CO.
BEAVERTON-TIGARD HWY.
BEAVERTON-TUALATIN
AMART AIRSTRIP (PVT)
LAKE GROVE SCH
CHAS. F. TIGARD SCH
TUALITY JR. HIGH
JAMES TEMPLETON SCH
LOCKWOOD PARK
TAYLORS FERRY RD
BONITA ROAD
MELROSE ROAD
DOUGLAS
PACIFIC
CAPITOL HWY
WASHINGTON
VILLA RD
217
99 W
5
NOT IN CITY

ODOT 1980

3302

IN THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

RESOLUTION
AND
ORDER

) 67-376

IN THE MATTER OF THE VACATION OF A PORTION OF FOURTH STREET (DARTMOUTH ST.) AND LINCOLN STREET (S.W. 67th AVE.) in THE PLAT OF "WEST PORTLAND HEIGHTS". Vacation #34

This matter having come on for hearing before the Board of County Commissioners at its regular meeting on December 5, 1967; and

It appearing that on October 26, 1967 a petition was filed for vacation of a portion of Fourth Street (Dartmouth St.) and Lincoln Street (S. W. 67th Ave.) in the plat of "West Portland Heights" a plat of record in Washington County, Oregon; and

It further appearing that said petition did describe the portion of the roadway to be vacated, the names of the persons to be particularly affected, and set forth the particular circumstances of the case; and

It further appearing that notice of the pendency of said petition was given by written notice being posted more than 30 days prior to the date of the hearing, which notices were posted in three of the most public and conspicuous places within the limits of said streets, as shown by the affidavit on file herein; and

It further appearing that said notice contained a description of the portion of the streets to be vacated, and gave the date of December 5, 1967 at 7:30 P.M. as the time, and Room 206 of the Washington County Courthouse, Hillsboro, as the place for hearing the matter; and

It further appearing that no objections have been made to the granting of said petition; and

It further appearing that said vacation would not be detrimental to the interests of the public and that good cause appears therefor; now, therefore, it is hereby

RESOLVED AND ORDERED that the following described portion of Fourth Street (Dartmouth St.) and Lincoln Street (S.W. 67th Ave.) in the plat of "West Portland Heights" be, and the same is hereby, vacated:

3302

Beginning at the southwest corner of Block 17 running thence north to the northwest corner thereof; thence east to the northeast corner of said block; thence northwesterly to a point on the south line of lot 25, block 14, 20 feet west of the southeast corner of said block; thence west to the southwest corner of said block; thence north to the northwest corner of lot 17, said block; thence northwesterly to the southeast corner of lot30, block 13; thence south to the southeast corner of said block; thence west to the southwest corner of said block; thence south to the northwest corner of block 18; thence east to the northeast corner thereof; thence south to the southeast corner thereof; thence east to the point of beginning.

and it is further

RESOLVED AND ORDERED that the County Surveyor of Washington County, Oregon, be and he is hereby authorized and directed to mark that portion of Fourth Street (Dartmouth St.) and Lincoln Street (S. W. 67th Ave.) vacated as vacated upon the plats and records of Washington County, Oregon; and it is further

RESOLVED AND ORDERED that the Director of Records and Elections of Washington County, Oregon, is hereby authorized and directed to collect from the petitioners herein the required statutory fees for payment to the surveyor as surveyor's fees, and payment to the recorder as recorder's fees, and have this order of vacation recorded on the records of Washington County.

Dated this 5th day of December, 1967.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

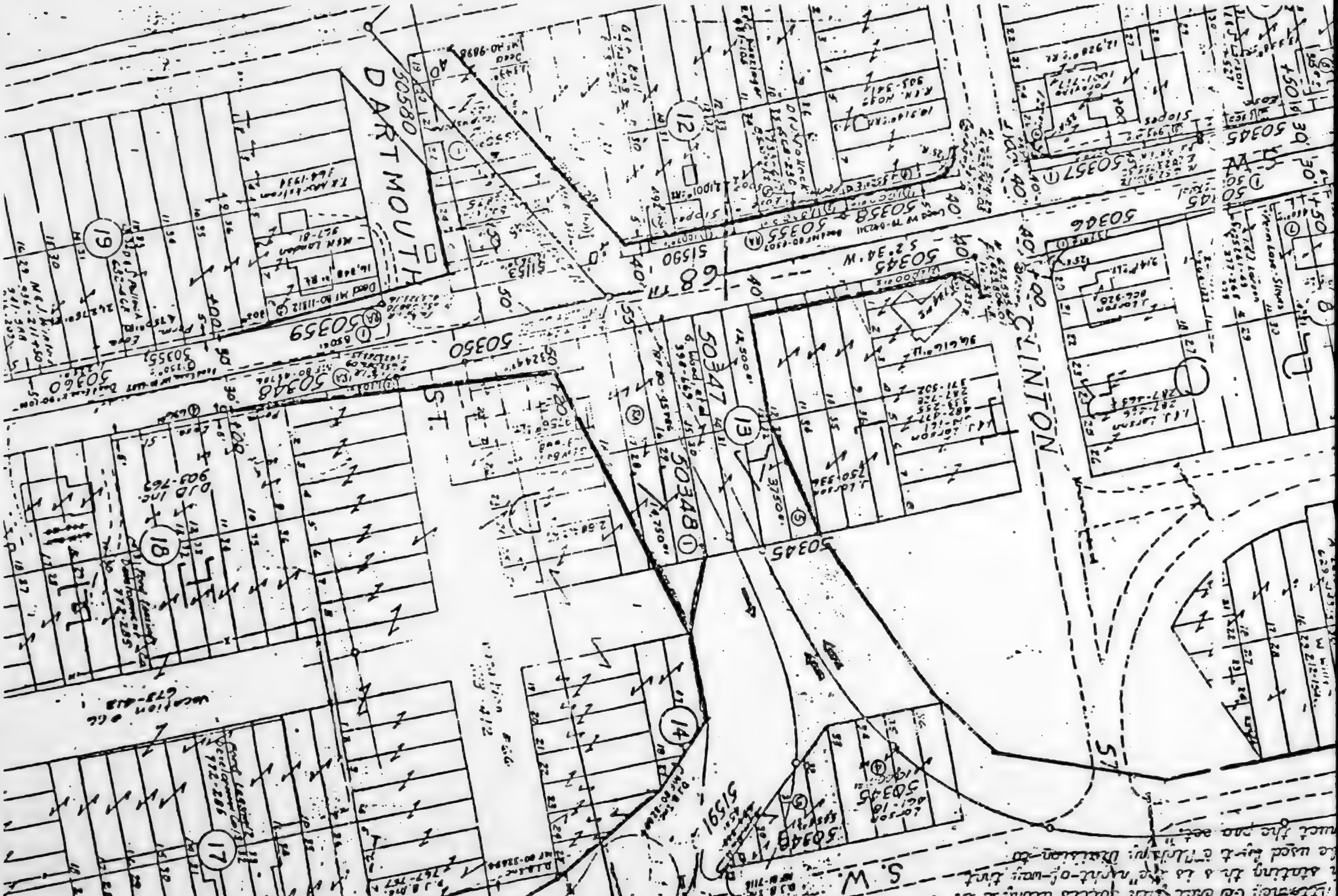
Chairman

Recording Secretary

STATE OF OREGON
County of Washington } ss

INDEXED

I, Roger Thomssen, Director of Records and Elections and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book [illegible] 375


DARTMOUTH
ST.
CLINTON
S.W.
68 TH
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50360
50355
50350
50348
50347
50345
51590
50358
50357
50346
51591
51153
S 2°34' W
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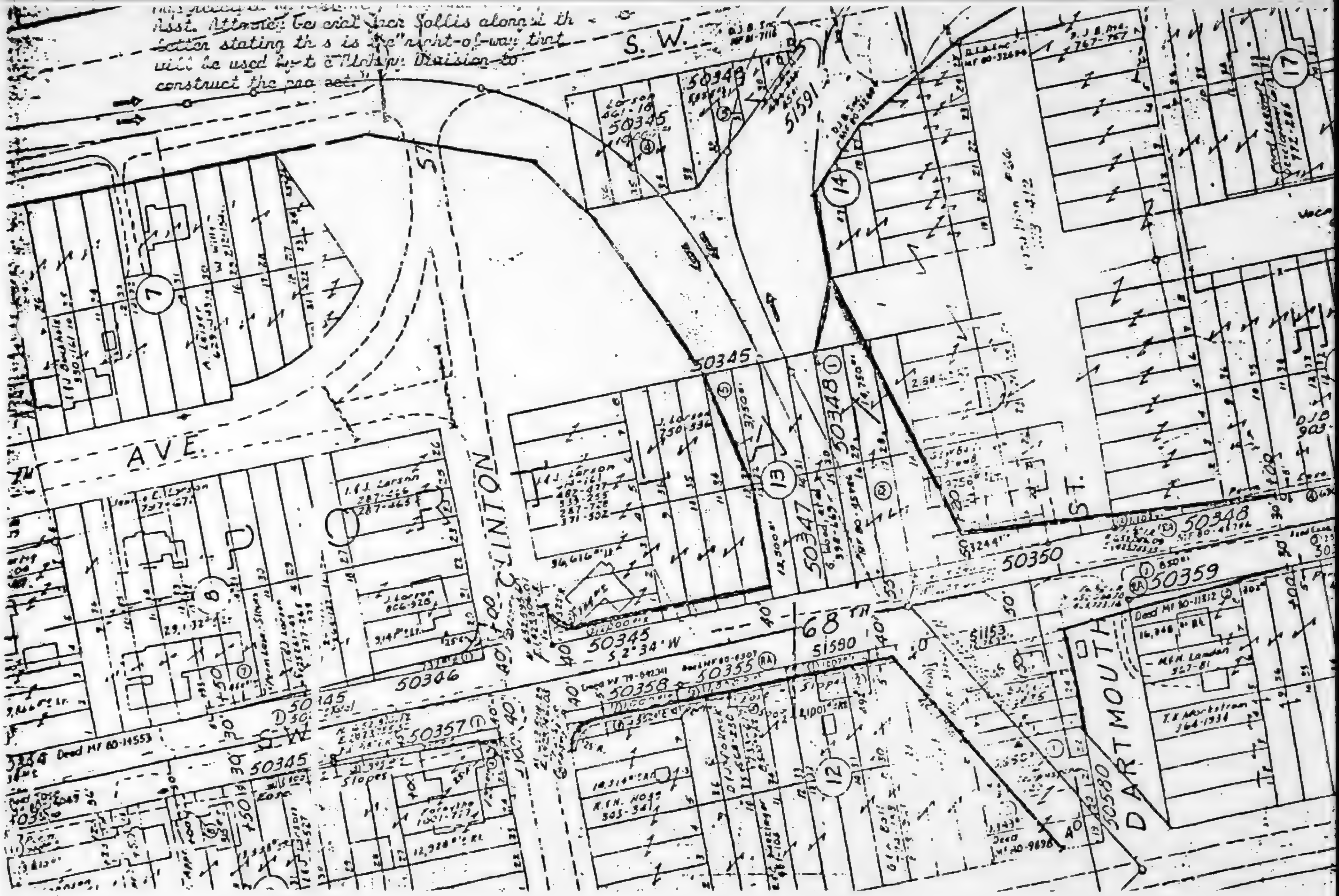
...ttorney Tocci and Joe Sollis along with th...
...stating this is the "right-of-way line"...
...e used by the Highway Division to...
...uct the ...

[illegible]
Asst. Attorney General Jack Follis along with the
letter stating this is the "right-of-way that
will be used by the Highway Division to
construct the project."



S.W.
AVE.
CLINTON
ST.
68TH
DARTMOUTH
ST.
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50345
S 2°34' W
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50358
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51591
51153
50357
50580
50345
7
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13
14
17
J. Larson
750-336
A. Leiser
W. Willis
Dead MF 80-14553
Dead MF 80-11812
M.H. Landan
327-81
T.E. Markstrom
364-1938
R.I.N. Hoft
303-341
Forsyline
1001-717
Slopes

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
FEB 28 1985
LEGAL

NOTED
E. S. HUNTER

TO: Jack Sollis
Attorney in Charge

DATE: February 25, 1985

FROM: John C. McLean
Assistant Attorney General

SUBJECT: Wojahn v. State

NOTED
JACK L. SOLLIS

This case grows out of an accident which occurred around 7:30 p.m. on April 15, 1985 when a car in which plaintiff was a passenger hit an abutment on the I-5 overpass structure being constructed near the Tigard I-5 exit. The state and its contractor are charged with negligence in the following particulars:

(1) In failing to provide reasonably adequate warning signs and/or lights and directional signs, and/or lights;

(2) In failing to adequately provide and post a speed reduction sign and/or a "construction" sign at or near said reconstruction area, for the protection of users of said public road;

(3) In failing to provide reasonablye warning, delineation, channelization and guidance to motorists by means of proper pavement marking, signing, use of delineation and/or barrels, temporary lighting and other devices;

(4) In failing to provide reasonably adequate fog lines;

(5) In causing and permitting substantial quantities of loose gravel to be on the main traveled portion of this roadway on top of a firmer surface.

RECEIVED
STATE HWY ENGR
FEB 27 '85
REFER TO
John Marks
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Please handle

Enclosed is a copy of a Request for Production that has been served upon me by plaintiff's attorney. I would appreciate your forwarding a copy of the same to the appropriate persons with the request that the pertinent material be assembled and made available for inspection and copying either at my office or at one or more highway offices if that is more convenient. In either case, it will be appreciated if the material would be segregated as to source, so that it can be returned to the appropriate highway office. Also, please have a label or some other marker on the material to indicate which paragraph of Request for Production it is in response to.

Contains Recycled Materials

As respects requests four through nine, I assume that the total of the documents referred to is voluminous and would be costly to duplicate. Accordingly, copies do not have to be prepared if the originals can be assembled for inspection and copying, at plaintiff's cost.

Since the material is being requested by the opposing side and is not for my benefit, no attempt should be made to highlight or otherwise mark relevant portions of requested documents.

RECEIVED
FEB 21 1985
ATTORNEY GENERAL
PORTLAND, OREGON

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

CAROLYON WOJAHN, Plaintiff, v. DONALD M. DRAKE COMPANY, an Oregon corporation, and STATE OF OREGON, Defendants.	No. A8411-07007 PLAINTIFF'S FIRST REQUEST FOR PRODUCTION

TO: DONALD M. DRAKE COMPANY
% R. Bruce Dusterhoff, Attorney at Law
1401 Pac First Federal Center
851 S.W. Sixth Ave.
Portland, OR 97204

STATE OF OREGON
% John C. McLean, Assistant Attorney General
500 Pacific Building
520 S.W. Yamhill St.
Portland, OR 97204

Pursuant to ORCP 43, you are requested to produce at the law office of Dan LaRue, Suite 667, Boise Cascade Building, 1600 S.W. 4th Ave., Portland, OR 97201, within thirty days from the date upon which this Request is served upon you the following documents and information within your custody and control. References in this request to "documents" refer to all records, correspondence, notes, memoranda, or documents of any sort whatsoever. This shall be a continuing request and shall include any documents and information discovered by Defendants at any time prior to termination of this case.

1. Any and all photographs, including aerial photographs, of the scene of the collision referred to in Plaintiff's Complaint,

taken within one year prior to and six months following said collision.

2. Lists or other documents containing the names, addresses (including present whereabouts) and telephone numbers of any and all witnesses who observed said collision, or were present at the site of said collision within 24 hours following said collision. (Collision occurred approximately 7:25 p.m., April 15, 1984.)

3. Records of any and all automobile, vehicle or pedestrian collisions which occurred at or near State Highway 99W (Pacific Highway) at or near the I-5 overpass, near the Tigard I-5 exit.

4. Copies of all contracts, including amendments and additions, between Donald M. Drake Company and the State of Oregon, and also including contracts with any subcontractors or other parties involved in said construction.

5. All traffic and construction phase plans, including "phase construction design traffic control plan".

6. All plans, specifications, diagrams, including signing and lighting diagrams, and including all amendments, alterations and "change orders".

7. All phase construction photographs and documents.

8. All records of inspection, including the field engineer's diary and/or resident engineer's diary and/or project engineer's diary, together with any other diaries, notes, diagrams or inspections written from time to time by any party and pertaining

to said project.

9. All information and documents relating to any and all traffic engineering studies made prior to or subsequent to April 15, 1984 and relating to said construction area, including recommendations, studies or orders pertaining to signing and lighting of said construction area for periods during said construction and after completion of said construction.

The above request refers to all information and documents written or in existence at any time prior to April 15, 1984 and through the present time.

DATED this 20th day of February, 1985.

DAN LaRUE
Of Attorneys for Plaintiff

File

CASTEEL & CARSON, P.C.
FORMERLY STIRLING & CASTEEL
ATTORNEYS AT LAW
4111 N.E. TILLAMOOK STREET
PORTLAND, OREGON 97212
TELEPHONE (503) 288-9291

JAMES L. CASTEEL
BRETT S. CARSON

J. P. STIRLING
(1911-1981)

March 12, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
No. P 551 621 707

H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

SECRETARY OF STATE
State of Oregon
Salem, OR 97310

Gentlemen:

As attorneys for Albina Fuel Company we are hereby providing you with Notice of Claim against the bond relating to the North Tigard Interchange - South Tigard Interchange section of the Pacific Highway, Multnomah, Washington and Clackamas Counties.

You are being provided with this notice under the provisions of ORS 279.528.

Very truly yours,

James L. Casteel

JLC:ko
Enclosure

RECEIVED
STATE HWY ENGR

MAR 13 '85

REFER TO
Garrison

FOR

Info	Invest	R/D	D/R	Sign	Act	File
			✓		✓	

NOTICE OF CLAIM

TO: H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

SECRETARY OF STATE
State of Oregon
Salem, OR 97310

Attn: Clerk or Auditor

NOTICE IS HEREBY GIVEN that the undersigned, Albina Fuel Company has a claim for the sales price and reasonable value of fuel products and labor incurred in applying said products, supplied and sold to Sproul Excavating Company, Inc., in the amount of $3,140.85, plus interest thereon at the rate of 1-1/2% per month from August 7, 1984, until paid. The fuel products sold and services rendered were supplied to the recipient for the prosecution of work as a subcontractor in the project known as North Tigard Interchange - South Tigard Interchange section of the Pacific Highway, Multnomah, Washington and Clackamas Counties, prime contractor, Donald M. Drake Company. This claim is against the principal and surety of that bond we believe to be described as United Pacific Insurance Company, bond no. 493921, taken for the project above described.

DATED the 8th day of March, 1985.

ALBINA FUEL COMPANY

By N. L. Arntson
NEAL ARNTSON, President

cc: Fred Miller, Director
State of Oregon, Department of Transportation
140 Transportation Building
Salem, OR 97310

Bob Shotwell
North Tigard & South Tigard Interchange Project Manager
4755 S. W. Watson
Beaverton, OR 97005

Donald M. Drake Company
c/o David R. Trachtenberg, Attorney
610 S. W. Alder Street, Suite 800
Portland, OR 97205

cc: Sproul Excavating Company, Inc.
13805 S. W. Tualatin-Sherwood Road
Sherwood, OR 97140

United Pacific Insurance Company
825 N. E. Multnomah
Portland, OR 97232

LAW OFFICES

FURRER & SCOTT

P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

February 27, 1985

Donald M. Drake Company
1740 Flanders
Portland, Oregon 97219

#9615

ATTENTION: Dennis Hammond

Re: Claim No.: 074-83-01419
Donald M. Drake Company, Inc.
Project: North Tigard Interchange
Bond No.: U-493921

Dear Mr. Hammond:

Per our recent telephone conversation, it is my understanding that on February 21, 1985 your company provided payment to Power Rental Co., dba Power Rents, Inc., in the sum of $4,161.42.

Although, Power Rents' claim under said bond included lawful interest, in discussing this matter with Power Rents they have agreed to accept said sum in full and complete resolution of this claim.

Your attention and cooperation in the resolution of this matter is appreciated.

Very truly yours,

Michael J. Scott

MJS/smn
cc: Power Rents, Inc.
Norma Paulus, Secretary of State
Clerk or Auditor, State of Oregon ✓
Dept of Transportation
United Pacific Insurance Company

JS 3/20/85

RECEIVED
FEB 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9.

CL 1985-0715

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 30 1985
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

January 25, 1985

Oregon Rock Products
Oregon Rock and Development Company
% David Harper
115 S. W. Ash, Suite 321
Portland, OR 97204

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated January 23, 1985 against the following Highway Division contract:

FILED BY:	Oregon Rock Products Oregon Rock & Development Company
AMOUNT:	$1,326.40
FOR:	Material
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Co.
1740 N. W. Flanders
Portland, Or 97209

United Pacific Insurance Co.
33405-8th Ave. S. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

dep 1-31-85

731-0188

NOTICE

TO: SECRETARY OF STATE OF OREGON and
OREGON HIGHWAY COMMISSION

RE: CLAIM PURSUANT TO ORS 279.528
TIGARD INTERCHANGE, OREGON STATE HIGHWAY CONTRACT 9615

NOTICE IS HEREBY GIVEN that the undersigned Oregon Rock Products, Inc. and Oregon Rock and Development Company jointly have a claim for rock and aggregate materials furnished to the Tigard Interchange job above-referenced in the sum of $1,326.40 against the bond taken from Wausau Insurance Company, as surety to Donald M. Drake Company, as principal, for the work of the Tigard Interchange relative to the above-referenced contract.

DATED this 23rd day of January, 1985.

OREGON ROCK PRODUCTS
OREGON ROCK AND DEVELOPMENT
COMPANY

By: R Clark V.P

c/o David Harper
115 S.W. Ash Suite 321
Portland, Oregon 97204

RECEIVED
JAN 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

71-15

ASSIGNMENT

For valuable consideration we hereby irrevocably sell, assign and transfer unto FIDELITY COLLECTION SERVICE, INC. that certain claim of Bretthauer Road Oil Co

against Sproul Excavation Co, Inc

amounting to $479.20 and we do hereby authorize FIDELITY COLLECTION SERVICE, INC. to bring action or suit thereon in their own name and to do any and all things necessary to enforce collection of the amount of said claim.

(SEAL) BRETTHAUER ROAD OIL CO

Dated 1-22-85

By

4101

INVOICE

SOLD TO Sproul Excavation
STREET & NO. 13805 SW Tualatin Sherwood Rd
CITY Sherwood STATE Ore ZIP 97140

SHIPPED TO Tigard Interchange Job
STREET & NO.
CITY STATE ZIP

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B.	DATE
	Ray	10 Days		7-24-84

4	Hrs Distributor Rent.	$55.00	$	220.00
1.92	Tons CSS-1		$	259.20
			$	479.20

71721/01723

RECEIVED
MAR 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Chevron U.S.A. Inc.
575 Market Street, San Francisco, CA 94105

Shipper Perm. Address.

Shipping Order – Short Form – **Not Negotiab**
(Subject to Terms and Conditions on Reverse)

rge
[illegible] ROAD OIL CO
[illegible]
[illegible] OR 97123

[illegible] 05907 6480 1

Date 7-24-84 **No. 045812**

Shipping Point	1272585
Carrier (Via)	CSTMR
F.O.B.	☐ Destination ☒ Origin
Customer's Order or Req. No.	
Contract No.	Item
Project No.	Media of Payment

onsigned
~~BEX~~ BRETTHAUER RD OIL

estination
HILLSBORO, OR

Equipment Type		Freight ☐ Ppd. ☒ Coll.	If Cash Sale Write "Paid" & Initial	Check Cash

16980 lb

13140 lb

3840 lb

1/2 1/2

500

250

TRUCK ID 0
INBOUND 3
LOG NO. 600
13140 lb

13:34

14:07

Net Quan. @ 60°F	
Net Tons @ 60°F	1.92
Loading Temp.	144
Loaded From Tank No.	170
Correction Factor	8.4388

Packages No.	Packages Kind	Commodity Description	Wt./Gal.
		Asphalt, cutback, Combustible Liquid, NA1999	
		Combustible Liquid, n.o.s., UN1993, Liquid Asphalt	
1	TT	Liquid Asphalt CSS-1	

Arrived Destination	Departed Destination	Explain all delays over one hour on back of original bill of lading.	Equipment Number	License No. and State
			Trk.	Trk.
			Tlr.	Tlr.

Show times of day as on "24-hour clock" -- for example, show 10:30 P.M. as "2230".

Chevron U.S.A. Inc., Shipper

Per J. Hughes

Carrier certifies the cargo tank is a proper container for the transportation of this commodity under applicable D.O.T. regulations and accepts receipt of cargo. Carrier's Representative.

(Signature & Date) Smith

Subject to Section 7 of Conditions

Signature of Consignor

Packages No.	Packages Kind	Product Delivered	Quantity	Tax Rates Incl. in Price Fed.	State	Loc.	Sls. Tax St.	Loc.	Misc.	MVF St.	Loc.	Price	Amount	Quantity Ordered	Ta Exc Cod
	Bulk														

Received at Destination By:
(Signature & Date)

Quantity Hash Total

Statements on the reverse side are made a part hereof.

Sales Tax

Total

Errors in pric extension an addition subj to correction

3. Carrier Shipping Order

MS 1037 (85-1
Printed in U.S.A.

RECEIVED
MAR 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9615

January 14, 1985

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 SW Fifth Avenue
Portland, OR 97204-1268

CON 5
#9615

Attention: Arnold L. Gray

Gentlemen or Ladies:

Thank you for your letter of January 10, 1985, advising us that James R. Bucher's claim has been paid in full.

This is in reference to the Donald M. Drake Company's Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

FKN:kjm

1-14-85 kjm

STOEL, RIVES, BOLEY, FRASER & WYSE
ATTORNEYS AT LAW

900 SW FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

TELEPHONE (503) 224-3380
TELECOPIER (503) 220-2480
CABLE LAWPORT
TELEX 703455

WASHINGTON COUNTY OFFICE
ONE LINCOLN CENTER, SUITE 400
10300 SW GREENBURG ROAD
TIGARD, OREGON 97223-5407
(503) 220-1441

DISTRICT OF COLUMBIA OFFICE
1730 M STREET, NW, SUITE 900
WASHINGTON, D.C. 20036-4505
(202) 955-4555

January 10, 1985

Mr. Robert Gormsen
Manager of Commissioned Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Re: Claim by James R. Bucher, dba
J. R. Bucher Trucking
Your File: CON 5, Oregon DOT
Contract No. 9615

Please reference the September 19, 1984 Notice of Claim filed by James R. Bucher against the bond on D.M. Drake Company, as principal, taken from United Pacific Insurance Co., as surety.

Mr. Bucher's claim has been paid in full, and the above-referenced notice of bond claim is hereby rescinded.

Yours truly,

Arnold L. Gray
Of Attorneys for J. R. Bucher

cc: Mr. J. R. Bucher
Barbara Roberts, Secretary of State
D. M. Drake Company
Sproul Excavating Company, Inc.
Robert T. Bailey, Registered Agent
United Pacific Insurance Co.

RECEIVED
JAN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Ass't State Highway Engineer

DATE: January 10, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: N. TIGARD INTCHGE.-S. TIGARD INTCHGE. SECTION
Pacific Highway
Geraldine Ball Complaint

Mrs. Ball appeared before the Commission December 18, 1984, and read a statement including several questions for which she wanted a response. She asked that the response be directed to her attorney, Fred Anderson, with a copy to DJB Inc. and Geraldine Ball.

I have addressed a response to Mrs. Ball's attorney as she requested with a copy to Mrs. Ball. We did have an apparent error on plan sheet 13. A 5 foot slope easement was incorrectly shown across lots 15, 16, and 17 or Block 18. No slope easement was needed in that area and we were able to stay within the right-of-way.

Please see that Scott is aware of my response to Mrs. Ball.

ACH/gw
Attachment

RECEIVED
STATE HWY ENGR
JAN 11 '85
REFER TO Coulter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
✓						

NOTED
W. E. SCHWARTZ

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 10, 1985

In Reply Refer To
File No

Mr. Fred Anderson
8865 SW Center St.
Tigard, OR 97223

This letter is in response to Mrs. Balls's statement read to the Oregon Department of Transportation Commission at its meeting December 18, 1984. Mrs. Ball referred to a map in her statement, which is apparently a right-of-way map. The map appears to depict the right-of-way that we had or have acquired for construction of the South Tigard Interchange on the westerly side of Pacific Highway. Being a right-of-way map, construction details are rather sketchy, however, those shown are consistent with the project which is being constructed. We have no plans for any significant changes which would affect the right-of-way needs at this time, nor do we contemplate any such changes. There will be minor changes in the construction details resulting from problems encountered as construction progresses. However, as previously stated, this should not affect our right-of-way needs.

Mrs. Ball raised several questions regarding my letters to you of September 26, and October 5.

1. Plan sheet 13 previously sent to Mrs. Ball incorrectly shows a slope easement along the westerly side of lots 15, 16, and 17 in block 18 of West Portland Heights, which, according to our information, is the northerly 75 feet, approximately, of tax lot 1301. Sheet 13 does not show an easement across the northerly portion of tax lot 1200, however, it does show a 5 foot slope easement along the westerly side of lot 1 block 23, which is part of tax lot 1200. This slope easement was acquired in June of 1981, Highway Division Right of Way File 51592. We will correct the permanent copy of drawing number 13 with regard to lots 15, 16, and 17 of block 18.

2. The pipe referred to in my letter is along the north side of the section of roadway recently constructed between SW 68th and 69th just north of the "original Dartmouth Street." The pipe is as shown on the map which accompanied my September 26, 1984 letter.

3. With regard to historic drainage channels I was responding to an item in your letter of August 27, 1984, pointing out that prior to our recent construction there were and still are drainage channels crossing private property west of 66th Avenue. These drainage channels do carry surface run-off water across private property.

In regard to the last item in Mrs. Ball's statement to the Commission concerning clay dirt and other debris on her property, we will reiterate our instructions to the contractor and to our own people that they are not to go onto any private property in the project area without express consent of the owners.

Allan C. Harwood
Metro Region Operations Engineer

cc Geraldine Ball
DJB Inc

bc Pat Schwartz

Mr. Chairman and Members of the Commission:

My name is Geraldine Ball and I am representing DJB, Inc. and myself, G. L. Ball.

I am sorry to be taking your valuable time but we have an urgent matter to which we need a reply prior to February 1, 1985.

At the present time we are leasing property to Landmark Ford, Inc. Mr. Jim Corliss of Landmark Ford has expressed a desire to lease additional property from us. Before make a committment, we need to have a letter from the Oregon Dept. of Transportation stating that the N. Tigard-S. Tigard Interchange will remain as shown on map submitted to attorney, Fred Anderson, by Asst. Attorney General, Jack Sollis, copy of which is submitted herewith - or if they have other plans, we need to know what they are before leasing additional property.

In regard to Mr. Allen Harwood's letters of September 26, 1984 and OCTOBER 5, 1984 to our attorney, Fred Anderson, to which he attached maps, we have some questions and comments.

1. Under what authority was the control line easement granted on T. L. 1301, Map 2 S 1 1 AA and the northerly 100 feet of T. L. 1200, Map 2 S 1 1 AA. No easement was ever granted by us on the property just mentioned. It is shown on your most recent map yet it is not shown on maps when other property and easements were acquired from us. Since Jim Corliss of Landmark Ford is interested in leasing this property we need a reply in this regard prior to February 1, 1985.

2. In the last paragraph of Mr. Harwood's letter of September 26, 1984 he states we have installed a pipe along Dartmouth Street. So there will be no confusion in the future, the pipe does not run along Dartmouth Street until it reaches S. W. 69th. This is confirmed by the maps which were attached to Mr. Harwood's letter.

   If he meant to say, Relocated Dartmouth as shown on Deed 80-37362 and Deed 80-9898, the pipe does run along the northerly edge of said property acquired by the Oregon Dept. of Transportation under said deeds. Please advise whether Mr. Harwood's reference was to the original Dartmouth Street or the northerly edge of relocated Dartmouth on property acquired under 80-37362 and 80-9898 deeds.

3. For the record, if any drainage channels exist on our property they have been man made.

We are still having problems with trespassing on our property and the placement of clay dirt, white styrofoam, boxes etc. We would appreciate it if you would again ask your contractors and sub-contractors to refrain from trespassing on our property. We have "No Trespassing" signs posted.

Please send reply to our attorney, Fred Anderson, 8865 S. W. Center St., Tigard, Oregon 97223 and a copy to DJB, Inc. and G. L. Ball, 11515 S. W. 91st Avenue, Tigard, Oregon, 97223 so same is received prior to February 1, 1985.

Please make this part of the Highway Commission record of this December 18, 1984 meeting.

Thank you.

12/18/84
copy to
H.S. Coulter

January 8, 198~~4~~5

Donald M. Drake Co. CON
1740 NW Flanders Street
Portland, Oregon 97209

Time Extension Request
N. Tigard-S. Tigard Intch.
Contract No. 9615
FAP No. I-5-5(73)293

Your request for 40 calendar days of additional contract time due to weather conditions during the 1983 summer construction season has been very carefully reviewed.

Your request was based on "abnormal weather in 1983". The contract provisions, Section 108.09 of the Standard Specifications, provide for adjustment of contract time for weather conditions that are not "reasonably predictable". These terms are not the same and are not interchangeable.

We have made a careful review and have determined that the weather conditions during July and August of 1983 were not "reasonably predictable" to the extent of an effective 20 calendar days. Weather conditions during the remainder of the 1983 season were "reasonably predictable". a contract time adjustment of an additional 20 calendar days is therefore granted. The adjusted contract time for completion of this project is 950 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Robert Shotwell.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Bob Shotwell w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 5, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: N. TIGARD-S. TIGARD INTCHGE.
Contract 9615

On May 1, 1984, the contractor, Donald M. Drake Company, submitted a time extension request for work done during the summer and fall of 1983,, due to wet weather conditions during that period of time. They attached as an "Exhibit A" data concerning rainfall for the months of May, June, July, August, September, and October. The request is for 40 calendar days, and their letter of April 24, 1984, outlines their reasons and their analysis as to how they arrived at this 40 days.

Joe Simpson and Larry Yarrow of Bob Shotwell's office performed their analysis on the time extension request, went through their weekly reports, and listed days in which work was done for the days listed under"Exhibit A" of Donald Drake's time extension submittal. Their conclusion was that there were 7 days lost during that time due to rain and their recommendation was to grant the 7 days.

This recommendation, along with the contractor's Time Extension Request was forwarded to the Construction Section on May 18, 1984 with the Region recommendation that no time be granted. This was due to the fact that it did not seem unreasonable to have lost 7 days during this period of time, and also that the contractor was back on schedule at that time.

This time extension request was returned for additional information. The additional information requested was the data that Joe Simpson and and Larry Yarrow had to arrive at their conclusion.

On August 13 the additional data that was available was sent to the Construction Section. This data included pencil notes on "Exhibit A" that had been submitted earlier by the contractor. On September 7, 1984, a request was made of the Region for additional information concerning specific weather information for the months of May through October 1983. This weather information has been compiled for the years 1971 through 1983. This data shows that during this period, the month of July is the only month in which the rainfall during 1983 was not exceeded during that time period.

CE___ CAE___ RECEIVED LS___ TC___
COE___ ON___ SA___ CC___
CA___ NOV 7 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

81-125-1307

For the Month of May, the rainfall in 1983 was .03 of an inch. This was exceeded many times during this period of time. The month of June, there was 1.95 hundreds of an inch of rain, which is .48 of an inch over normal. This was exceeded twice the last 12 year period. For the month of July, we had 2.68 inches of rain, which is 2.22 inches above normal. This is the highest recorded rainfall during this period of time. For the month of August, we had 2.29 inches of rain, or 1.16 above normal. This was exceeded twice during this last 12 year period; once in 1976 and once in 1975. During the month of September we had 0.39 inch of rain, or 1.22 inches below normal. During the month of October we had 1.95 inches of rain, or 1.10 inches below normal.

For the year 1983, the total precipitation was 45.92 inches, which is 8.31 inches above normal, and this amount has not been exceeded during the last 12 year period. The closest rainfall was in 1982 with 43.04 inches and then 1971 with 41.72 inches. The lowest yearly rainfall during that period was in 1976 with 26.71 inches of rainfall.

From the criteria set forth in your letter of June 15, 1984, the month of July, 1983, would be classed as not reasonably predictable. Also, the total amount of precipitation for the year 1983 was not exceeded during the last 12 year period of time. However, the month of September and October were extremely dry and considerably below the normal rainfall for those months. The contractor was able to get back on schedule during the fall of 1983 and the winter of 1983/84, and as outlined in my letter of May 18, 1984, our weekly reports showed the project back on schedule as concerning the time elapsed versus the percent work day.

The work being done during this time, that is, the excavation in the detention pond area, the "C" and "D" lines and other streets on each side of the freeway, was essential in order to maintain the staging of the project and be able to start on the Haines Road structure as scheduled. The month of July is the only month in the time-frame in question in which the rainfall was not reasonably predictable, and our records show 12 days with measurable rain (0.01 inch or more) during July, 1983.

The contractor was shut down, with no work being done, for two days during July.

I don't know of any precise way to analyze the impact of the wet weather on this portion of the contract work. The rainfall for the two months of July and August, if added together and taken as a unit, makes this unit of time a not reasonably predictable time frame. Bob Shotwell and I agree that an efficiency factor of 50% above what could normally be expected, would be reasonable for what the contractor did during these two months. Using this approach, a 20 calendar day extension could be justified, and, as imprecise as it is, this is our recommendation.

1-3-85

W. E. Schwartz —

I made a separate analysis and conclude that the recommendation of Region and Project Manager is basically correct. I therefore recommend a time extension of 20 calendar days due to weather conditions (rainfall) that were not "reasonably predictable" during July and August, 1983.

My analysis indicates the following:

"Reasonably predictable" July-August rainfall = 3.80"
Actual 1983 July- August rainfall = 4.97"
Number of days not 'reasonably predictable:

$\frac{1.17''}{3.80''} \times 62$ days = 19.1 calendar days.

O. B. Jackmond

MC/gw
Attachment
cc Bob Shotwell

December 24, 1984

Ron L. Endicott Trucking
PO Box 1324
Tualatin, OR 97062

CON 5
#9615

Dear Mr. Endicott:

Thank you for your letter of December 17, 1984, informing us that your claim in the amount of $1,097 has been paid.

You state this is in reference to Contract No. 9615 with Donald M. Drake Company for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

NOTED ON CARD
12-24-84 kjm

FKN:kjm

December 17, 1984

Ron L. Endicott Trucking
P.O. Box 1324
Tualatin, OR 97062

Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen: REFERENCE: CON 5 #9615

Please note on your records that I, Ron Endicott, have been paid on my claim against Donald M. Drake Company. The full amount of $1,097.00 was received.

Thank you for your attention on this matter, it was greatly appreciated. If any other information is required, please feel free to contact me at 692-4779 or my above address.

Sincerely,

Ronald L Endicott

Ron L. Endicott
Ron L. Endicott Trucking

RLE:le

RECEIVED
DEC 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1615

OREGON TRANSPORTATION COMMISSION

Delegation N. Tigard - S. Tigard Project
Date 12/18/84 Comm. meeting
Time

Name	City or Town	Capacity
✓ Geraldine L. Ball	11515 S.W. 91st Tigard, Ore.	DJB, Inc. and G.L. Ball N. TIGARD - S. TIGARD Interchange

Mr. Chairman and Members of the Commission:

My name is Geraldine Ball and I am representing DJB, Inc. and myself, G. L. Ball.

I am sorry to be taking your valuable time but we have an urgent matter to which we need a reply prior to February 1, 1985.

At the present time we are leasing property to Landmark Ford, Inc. Mr. Jim Corliss of Landmark Ford has expressed a desire to lease additional property from us. Before make a committment, we need to have a letter from the Oregon Dept. of Transportation stating that the N. Tigard-S. Tigard Interchange will remain as shown on map submitted to attorney, Fred Anderson, by Asst. Attorney General, Jack Sollis, copy of which is submitted herewith - or if they have other plans, we need to know what they are before leasing additional property.

In regard to Mr. Allan Harwood's letters of September 26, 1984 and OCTOBE 5, 1984 to our attorney, Fred Anderson, to which he attached maps, we have some questions and comments.

1. Under what authority was the control line easement granted on T. L. 1301, Map 2 S 1 1 AA and the northerly 100 feet of T. L. 1200, Map 2 S 1 1 AA. No easement was ever granted by us on the property just mentioned. It is shown on your most recent map yet it is not shown on maps when other property and easements were acquired from us. Since Jim Corliss of Landmark Ford is interested in leasing this property we need a reply in this regard prior to February 1, 1985.

2. In the last paragraph of Mr. Harwood's letter of September 26, 1984 he states we have installed a pipe along Dartmouth Street. So there will be no confusion in the future, the pipe does not run along Dartmouth Street until it reaches S. W. 69th. This is confirmed by the maps which were attached to Mr. Harwood's letter.

   If he meant to say, Relocated Dartmouth as shown on Deed 80-37362 and Deed 80-9898, the pipe does run along the northerly edge of said property acquired by the Oregon Dept. of Transportation under said deeds. Please advise whether Mr. Harwood's reference was to the original Dartmouth Street or the northerly edge of relocated Dartmouth on property acquired under 80-37362 and 80-9898 deeds.

3. For the record, if any drainage channels exist on our property they have been man made.

We are still having problems with trespassing on our property and the placement of clay dirt, white styrofoam, boxes etc. We would appreciate it if you would again ask your contractors and sub-contractors to refrain from trespassing on our property. We have "No Trespassing" signs posted.

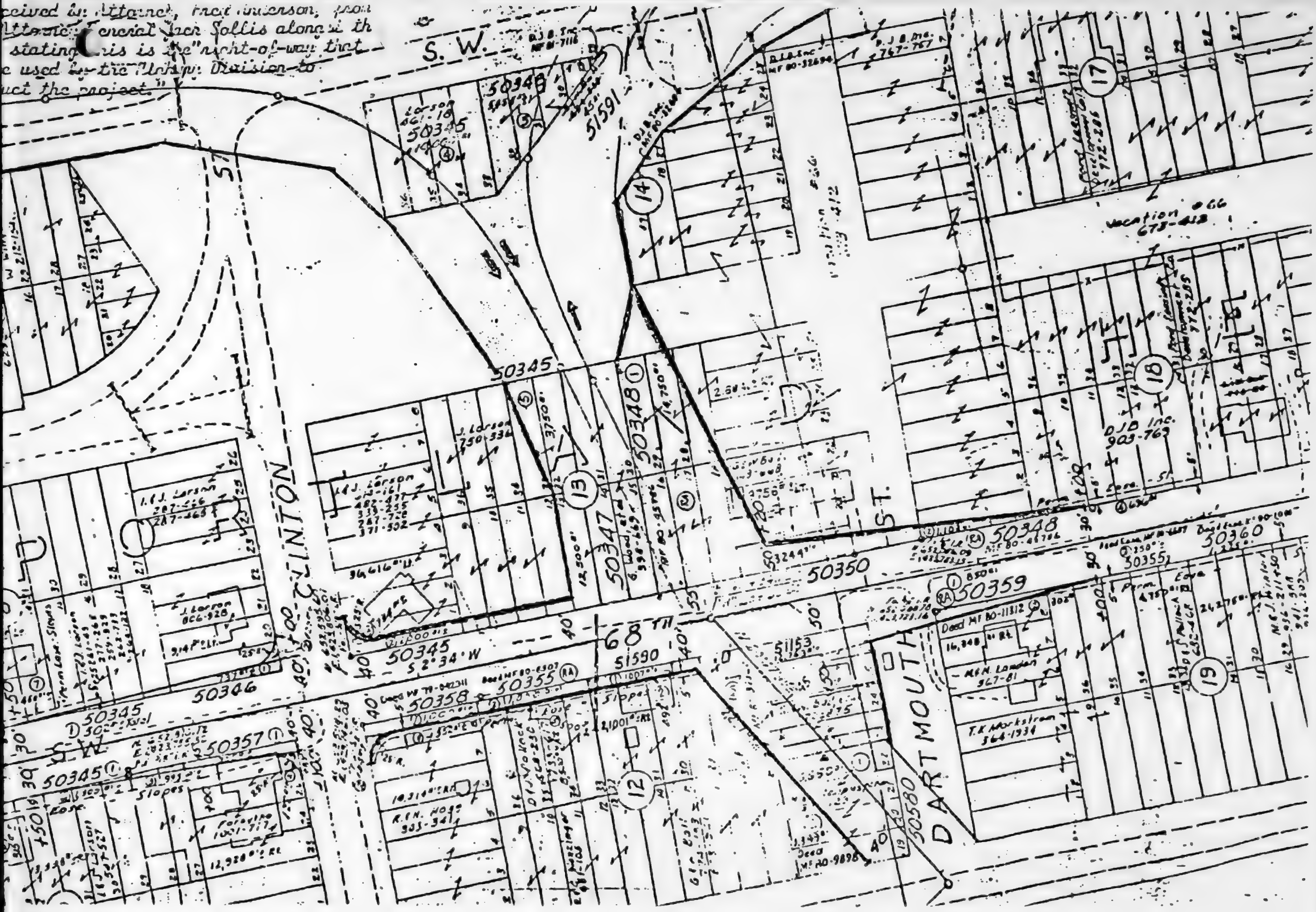
Please send reply to our attorney, Fred Anderson, 8865 S. W. Center St., Tigard, Oregon 97223 and a copy to DJB, Inc. and G. L. Ball, 11515 S. W. 91st Avenue, Tigard, Oregon, 97223 so same is received prior to February 1, 1985.

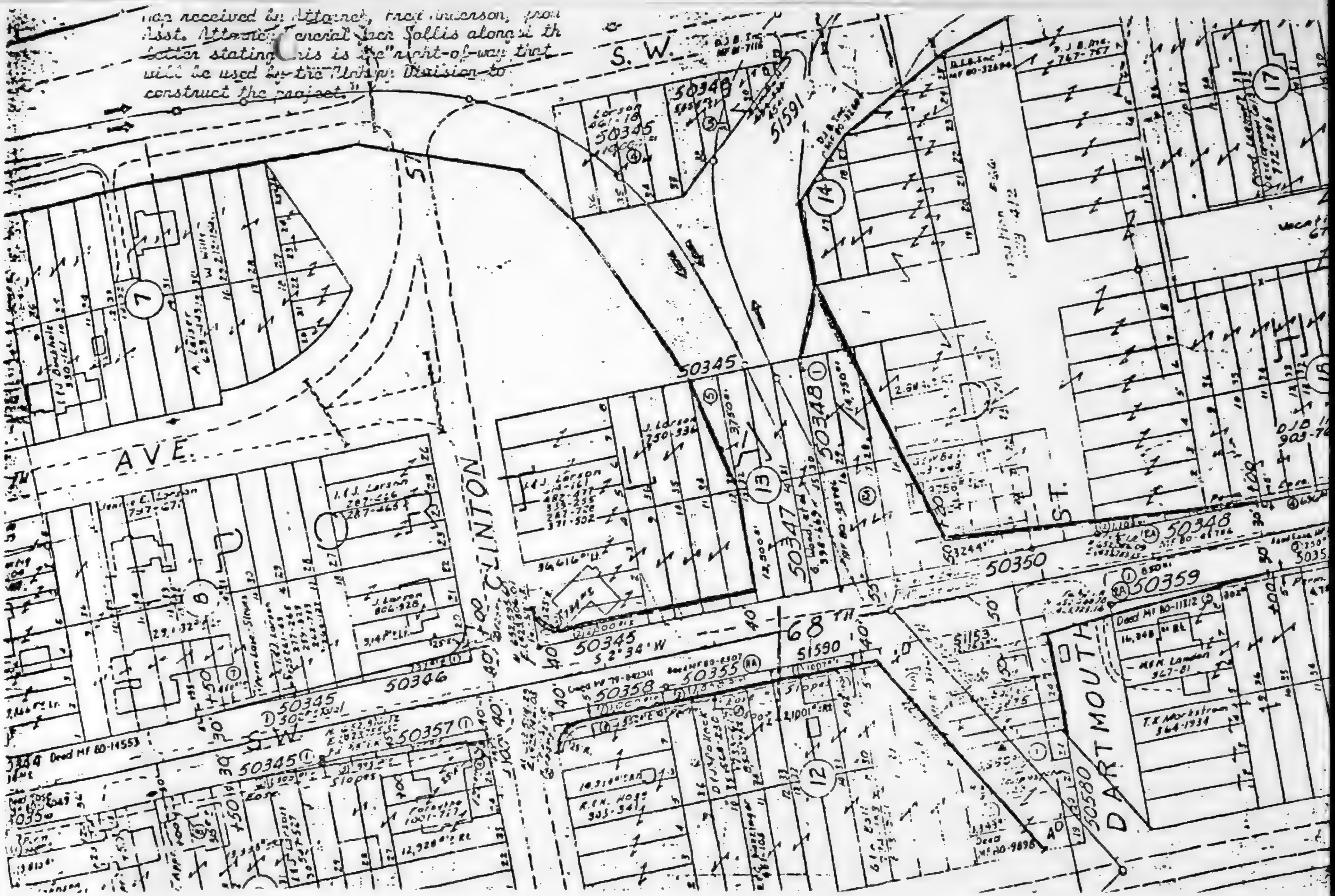
Please make this part of the Highway Commission record of this December 18, 1984 meeting.

Thank you.

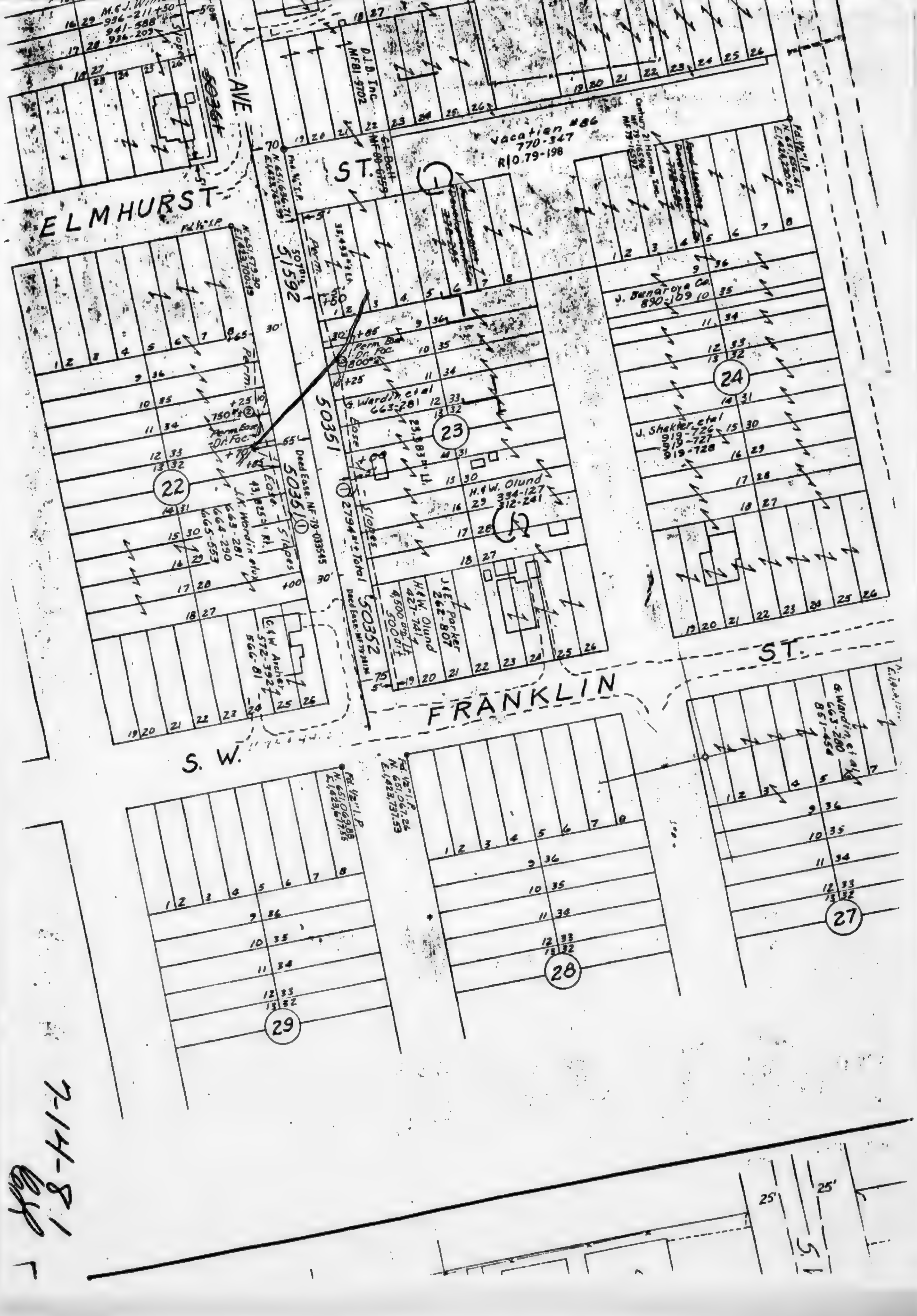
copies to H.S. Coulter & Ed Hardt

ceived by Attorney Fred Anderson, from
Attorney General Jack Sollis along with
stating this is the "right-of-way that
e used by the Highway Division to
uct the project."

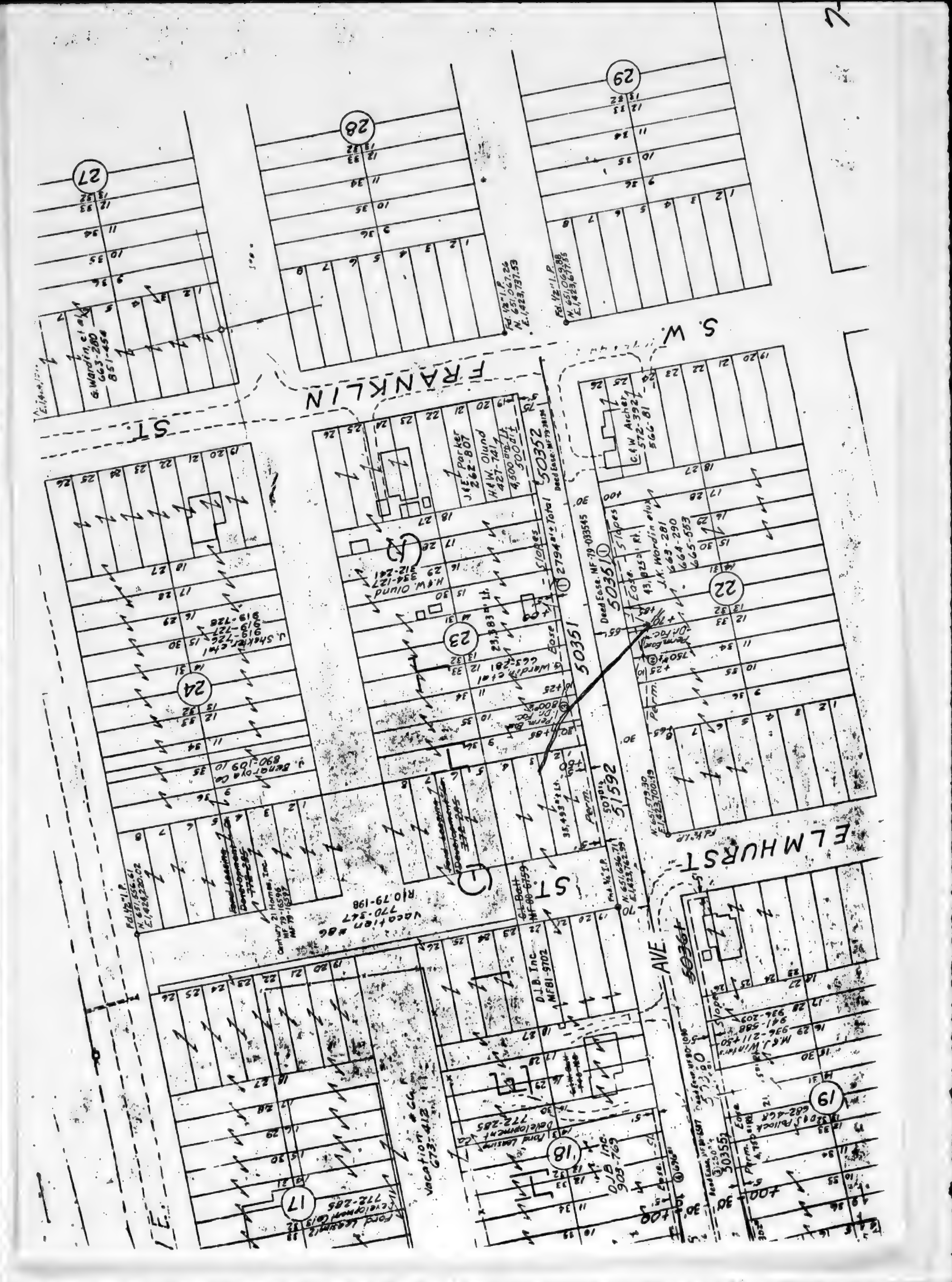

S.W.
57
CLINTON
ST.
68TH
DARTMOUTH
S.W.
Vacation ØGG 673-418
50345
50346
50347
50348
50350
50355
50357
50358
50359
50360
50580
51590
51591
51153
S 2°34' W
12
13
14
17
18
19
DJD Inc. 903-769
J. Larson 750-336
M&M. Landon 567-81
T.K. Markstrom 364-1934
R.E.N. Hogg 903-341


S. W.
AVE.
CLINTON
ST.
68 TH
ST.
DARTMOUTH
S.W.
50345
50346
50345
S 2°34' W
50350
50348
50359
50347
50348
51590
51591
50355
50358
50357
50580
51153
7
8
12
13
14
17
18
J. Larson
750-336
M&H Landon
367-81
T.K. Mortelstrom
364-1934
R.&H. Hoss
305-341
Deed MF 80-14553
Deed MF 80-11312
Deed MF 80-9898

Map received by Attorney Fred Anderson from Asst. Attorney General Jack Sollis along with letter stating "This is the right-of-way that will be used by the Highway Division to construct the project."


ELMHURST ST.
AVE
FRANKLIN ST.
S.W.
22
23
24
27
28
29
M.&J. Winkle
936-211 +50
941-588
936-209
Slopes
50364
D.J.D. Inc.
MF81-9702
G.L. Batt
MF80-6759
Vacation #86
770-347
R|0.79-198
Century 21 Homes, Inc.
MF79-16596
MF79-16597
Sand Leasing Development Co.
776-285
Sand Leasing Development Co.
776-285
Fd. ½" I.P.
N. 651,636.61
E. 1,424,220.02
70
N. 651,636.71
E. 1,423,762.95
Fnd. ½" I.P.
Fd ½" I.P.
N. 651,579.30
E. 1,423,700.19
51592
5070± Lt.
35,493± Lt.
Perm.
+50
+65
+85
30'
Perm. Ease.
1. Dr. Fac.
800± Lt.
+25
750± Lt.
Perm. Ease.
Dr. Fac.
+70
65'
+85
Ease.
43,825± Lt.
Rt.
Slopes
50351 ①
Deed Ease. NF-79-033545
J.K. Wardin et ux
663-281
664-290
665-553
+00
30'
50351
G. Wardin et al
663-281
23,383± Lt.
Ease.
+00
①
27948± Total
Slopes
H.&W. Olund
334-127
312-241
50352
Deed Ease. NF79-281**
H.&W. Olund
427-741
4,500 ± Lt.
500 ± Lt.
J.&E. Parker
262-807
75
5'
C.&W. Archer
572-392
566-81
J. Benaroya Co.
890-109
J. Shekter et al
919-726
919-727
919-728
G. Wardin et al
663-280
851-454
Fd. ½" I.P.
N. 651,069.88
E. 1,423,677.55
Fd. ½" I.P.
N. 651,067.26
E. 1,423,737.53
25'
25'
51

7-14-81


FRANKLIN ST. S.W.
ELMHURST ST.
AVE
27
28
29
24
23
22
17
18
19
50352
50351
51592
50355
G. Wardin et al 663-280 851-454
J.&E. Parker 262-807
H.&W. Olund 427-741
C.&W. Archer 572-392 566-81
J.K. Wardin et ux 663-281 664-290 665-553
H.&W. Olund 334-127 312-241
G. Wardin et al 663-281
J. Shaker et al 919-726 919-727 919-728
J. Benaroya Co 890-109
Vacation #86 770-347 R10-79-198
Century 21 Homes Inc. MF79-16596
Vacation #66 673-412
D.J.B. Inc. MF81-9702
D.J.B. Inc. 905-769
Bond Leasing Development Co 772-285
A.J. Pollock 682-468
Deed Ease. MF-79-033545
Slopes
Perm.
Ease.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

October 5, 1984

In Reply Refer To
File No.:

FRED ANDERSON
Anderson, Dittman, & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

In the letter to the Department of Transportation Commission dated September 18, 1984, Mrs. Ball requested that I send to you a copy of the latest drainage map. On a map prepared to show the drainage as described in my letter of May 11, 1983, I have sketched in the changes made since that time.

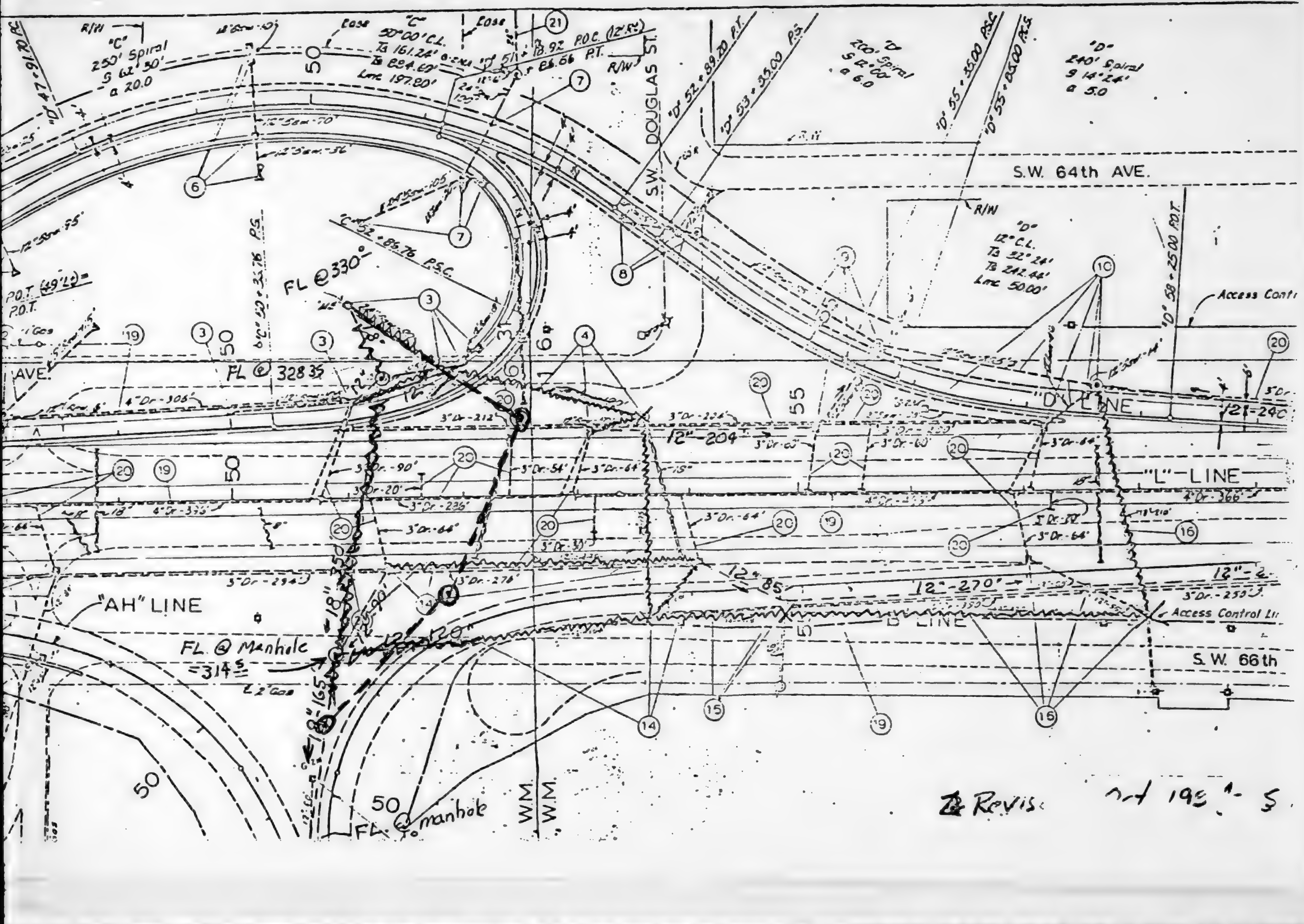
As indicated in my September 26 letter to you, the principal change was the addition of a 21 inch pipe along the southbound off-ramp connection between SW 68th and 69th. We would expect this pipe to remain dry until such time as the drainage is extended on to the west.As far as I can tell the planned drainage along 68th has all been installed.

Yet to be installed are some catch inlets on the freeway and connections to the outfall pipe which runs parallel to the freeway. Also, in the Haines Street area, there is drainage facilities yet to be installed.

Allan C. Harwood
Metro Region Operations Engineer

RECEIVED OCT 10 1984

734-1850


S.W. 64th AVE.
S.W. DOUGLAS ST.
S.W. 66th
"D" LINE
"L" LINE
"AH" LINE
B LINE
AVE.
"C" 250' Spiral S 62°30' a 20.0
"C" 50°00' C.L. Δ 161.24' Δ 884.69' Lmc 197.80'
"D" 200' Spiral S 12°00' a 6.0
"D" 240' Spiral S 14°24' a 5.0
"D" 12° C.L. Δ 32°24' Δ 242.44' Lmc 50.00'
"D" 47+91.70 P.C.
"D" 52+89.70 P.T.
"D" 53+35.00 P.S.
"D" 55+35.00 P.S.C.
"D" 55+85.00 P.S.
"D" 58+25.00 P.O.T.
"C" 52+86.76 P.S.C.
P.O.C. (12+52) 18.92
P.T.
P.O.T. (49+23)=
P.O.T.
R/W
Access Control Line
FL @ 330°
FL @ 328 35
FL. @ Manhole = 314 5
FL. @ manhole
12" - 204'
12" - 270'
12" - 85'
12" - 240'
12" - 120'
18" - 165'
18" - 150'
3" Dr. - 212'
3" Dr. - 224'
3" Dr. - 90'
3" Dr. - 20'
3" Dr. - 236'
3" Dr. - 64'
3" Dr. - 54'
3" Dr. - 30'
3" Dr. - 276'
3" Dr. - 294'
3" Dr. - 60'
3" Dr. - 250'
4" Dr. - 306'
4" Dr. - 335'
4" Dr. - 366'
W.M.
W.M.
50
55
50
50
3
4
6
7
8
10
14
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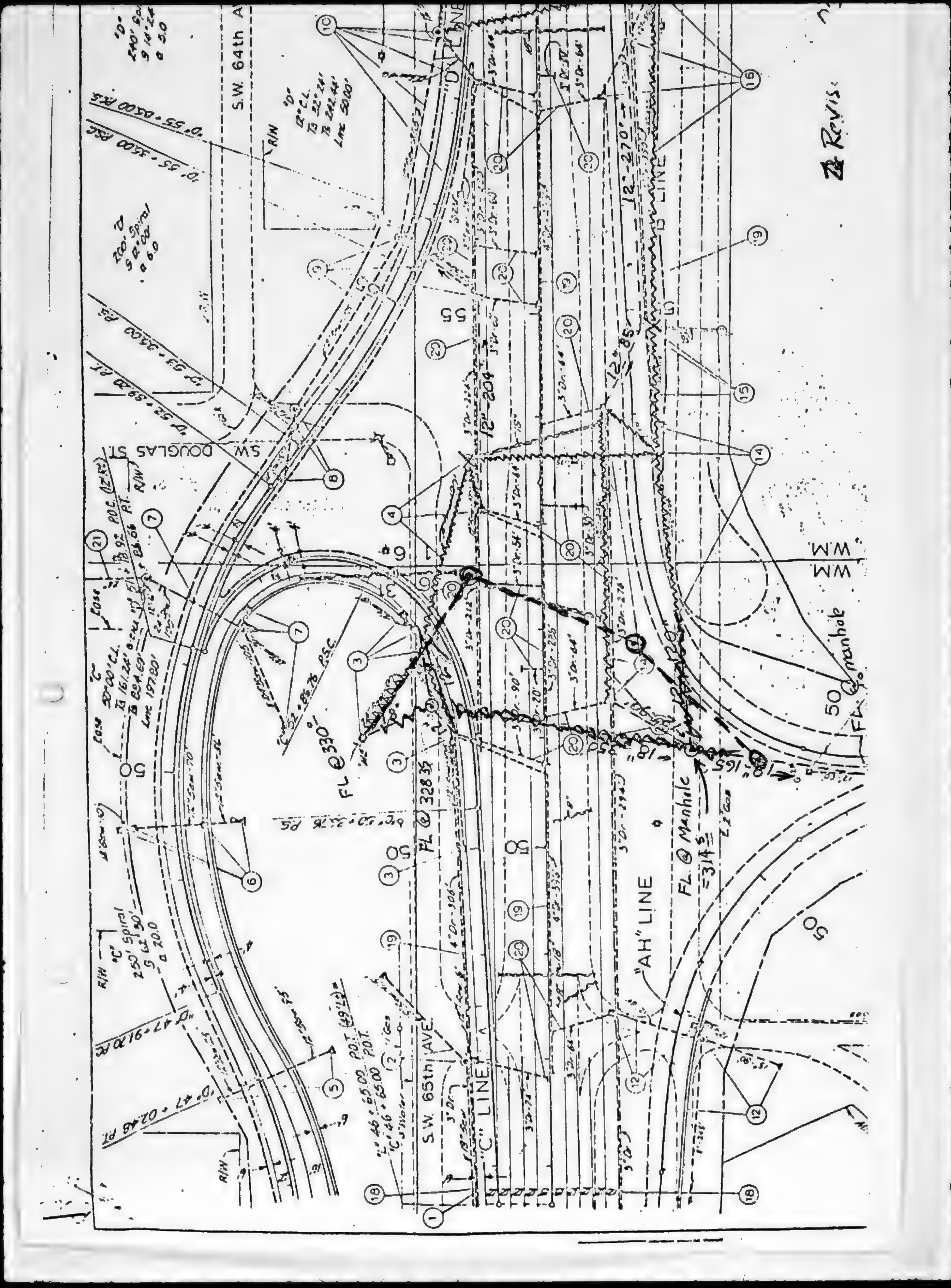
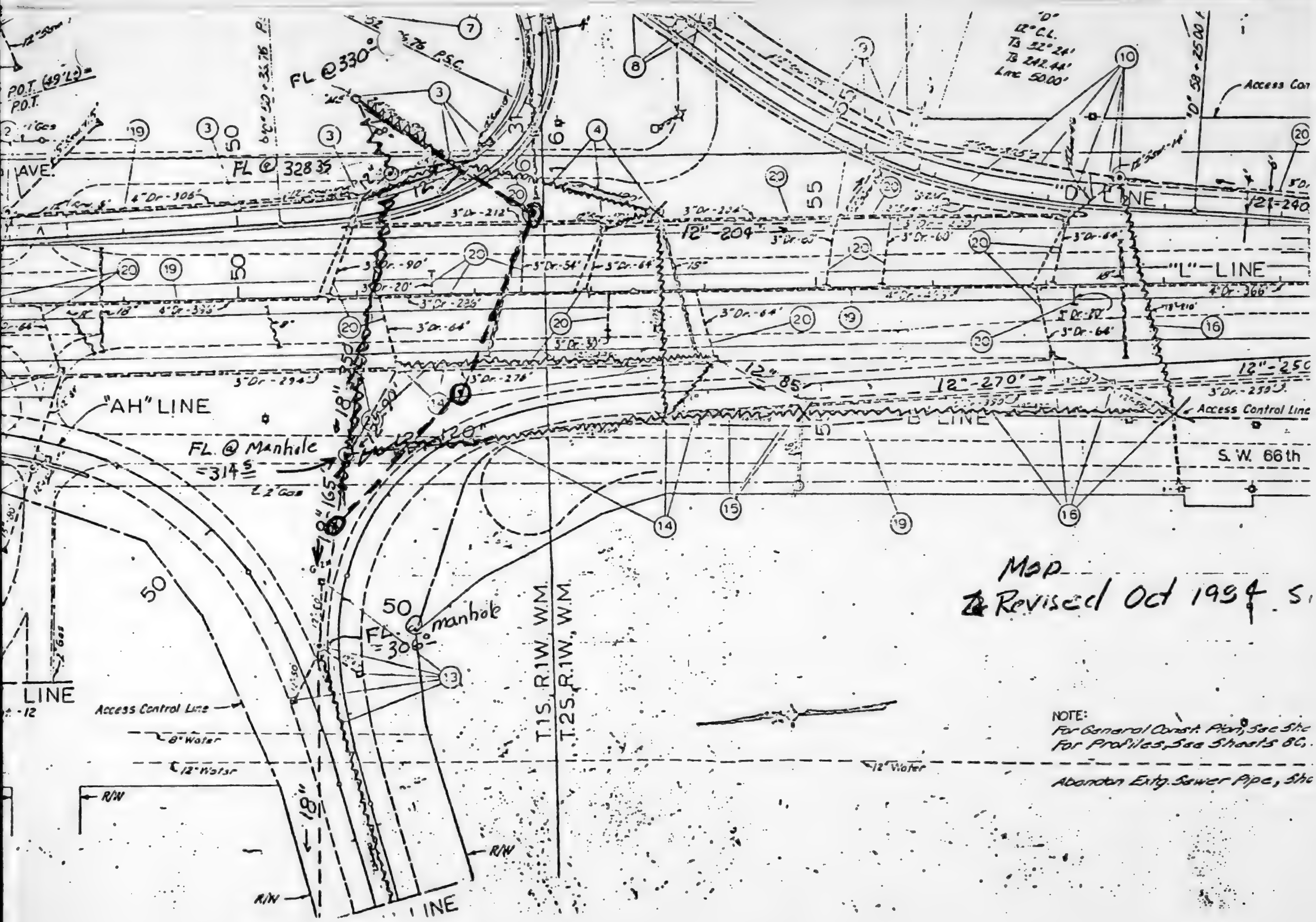
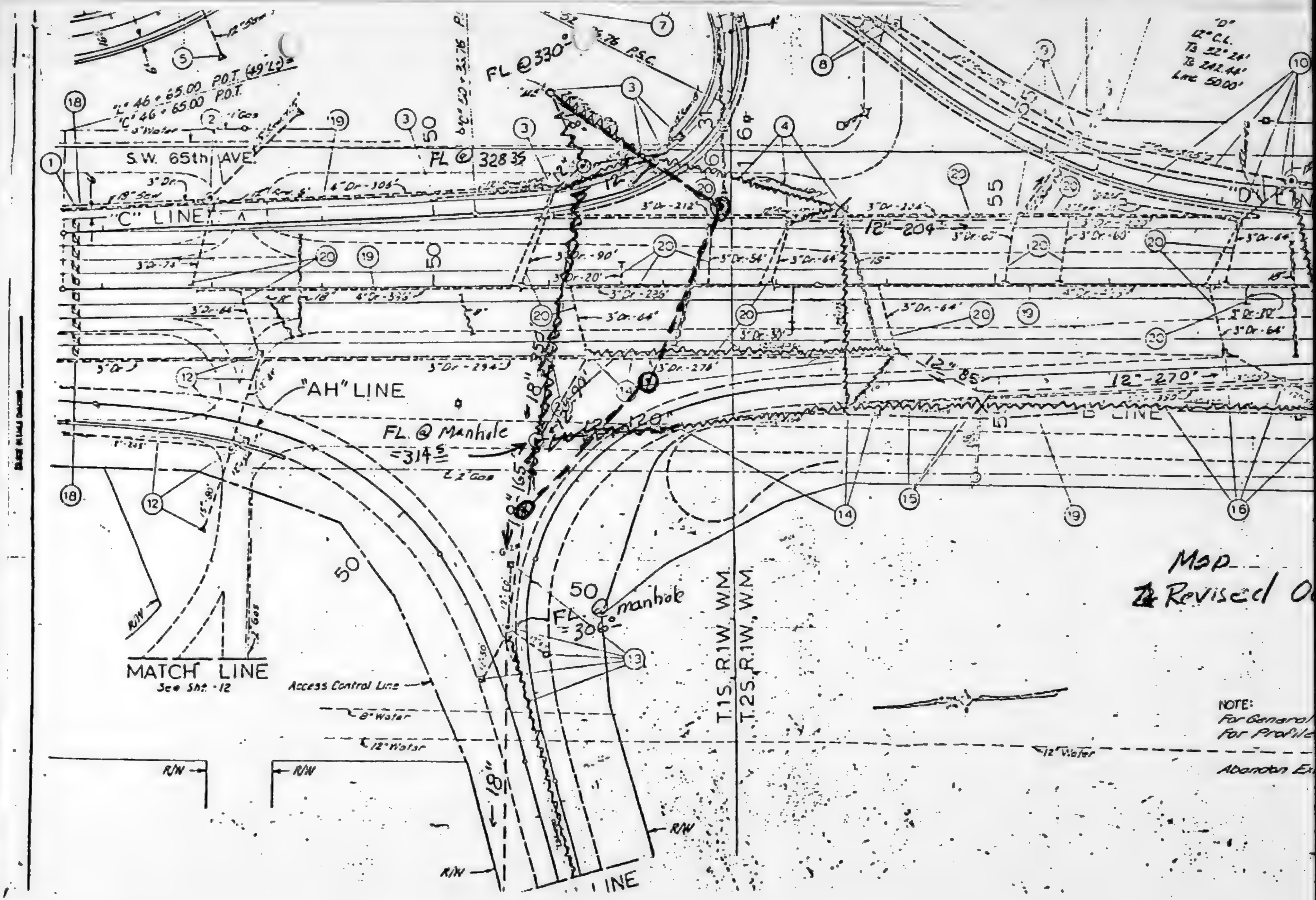
16
19
20
21
Revis 19 1-5



S.W. 64th A
S.W. DOUGLAS ST
S.W. 65th AVE
"C" LINE
"D" LINE
"B" LINE
"AH" LINE
FL @ 330°
FL @ 328.35
FL @ Manhole =314.5
FL @ manhole
12" 204'
12" 270'
12" 85'
W.M.
P.S.C. 52+86.76
"C" 250' Spiral
"D" 200' Spiral
"C" 50°00' C.L.
"D" 12° C.L.
"D" 47+02.48 P.T.
"D" 55+55.00 P.S.
R/W
Z Revis


P.O.T. (49'Lt)=
P.O.T.
AVE.
FL @ 330°
FL @ 328 35
FL. @ Manhole
=314 5
50 manhole
FL=306°
"AH" LINE
"L" LINE
"D" LINE
S. W. 66th
Access Control Line
8" Water
12" Water
R/W
T.1S. R.1W. W.M.
T.2S. R.1W. W.M.
12"-204
12"-270'
12"-85
12"-120"
12"-250
12"-240
18"-165
18"
"D"
12° C.L.
T3 22°24'
T3 242.44'
Line 50.00'
NOTE:
For General Const. Plan, See Sh
For Profiles, See Sheets 8C,
Abandon Extg. Sewer Pipe, Sh

Map
Revised Oct 1954


Map
Revised O
"D"
12° C.L.
T1 22°24'
T2 242.44'
Lc 50.00'
FL @ 330
FL @ 328.35
P.S.C.
"L" 46+65.00 P.O.T. (49'Lt)
"C" 46+65.00 P.O.T.
5" Water
1" Gas
S.W. 65th AVE.
18" Sew
"C" LINE
"D" LINE
"B" LINE
"AH" LINE
LINE
12"-204'
12"-270'
12" 85
3" Dr-212'
3" Dr-90'
3" Dr-20'
3" Dr-54'
3" Dr-64'
3" Dr-236'
3" Dr-30'
3" Dr-73'
4" Dr-306'
4" Dr-335'
3" Dr-294'
3" Dr-276'
3" Dr-60'
3" Dr-32'
18"
165
12"-120"
FL @ Manhole
=314.5
2" Gas
50
manhole
FL = 306
55
T.1S, R.1W, W.M.
T.2S, R.1W, W.M.
MATCH LINE
See Sht. 12
Access Control Line
8" Water
12" Water
R/W
NOTE:
For General
For Profile
Abandon Ex
1
2
3
4
5
7
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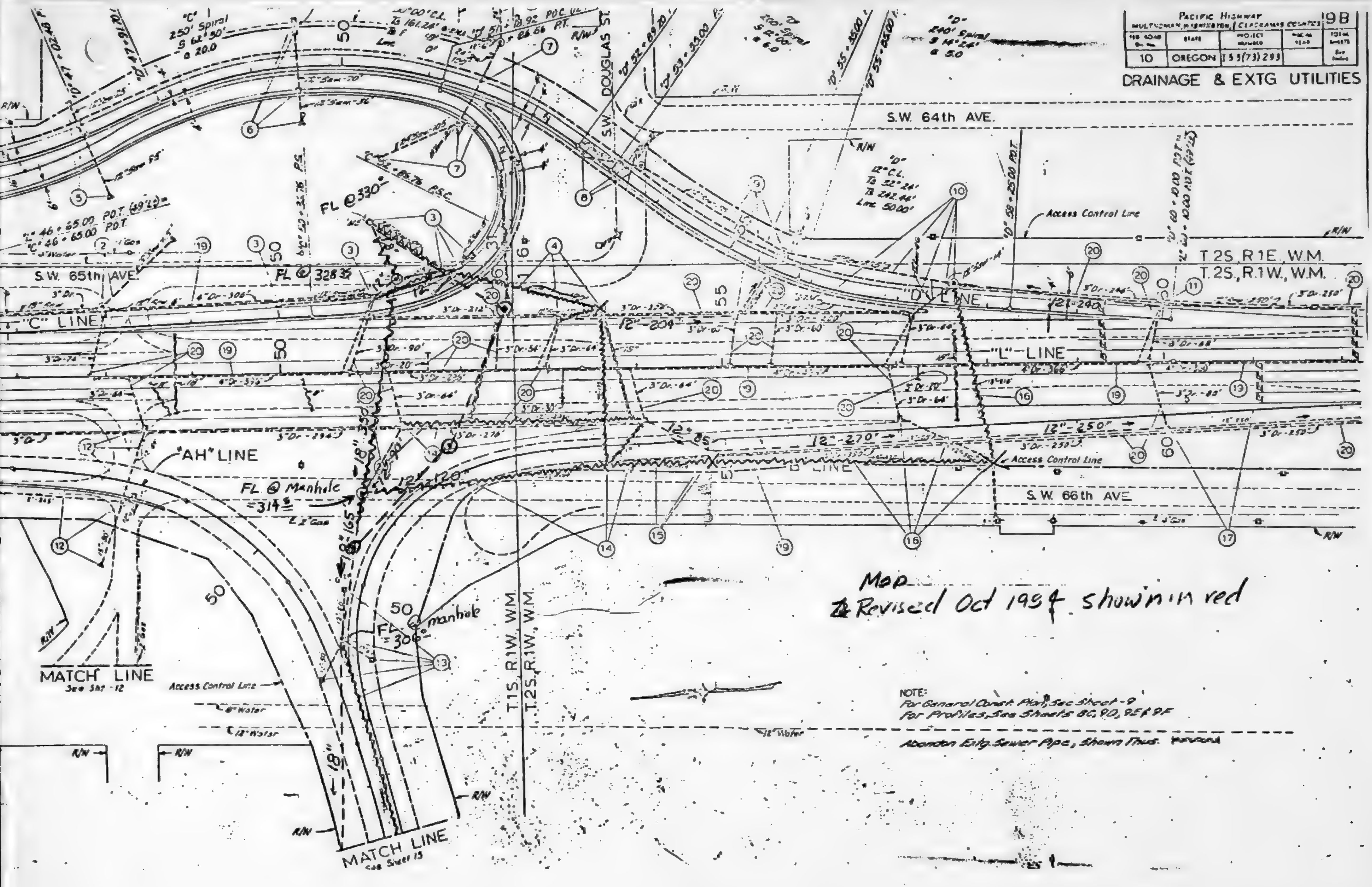
20


S.W. 64th AVE.
S.W. 65th AVE.
S.W. 66th AVE.
S.W. DOUGLAS ST.
"C" LINE
"D" LINE
"L" LINE
"B" LINE
"AH" LINE
T.2S. R.1E. W.M.
T.2S., R.1W., W.M.
T.1S. R.1W. WM
T.2S. R.1W. W.M.
MATCH LINE
See Sht-12
MATCH LINE
See Sheet 13
Access Control Line
Access Control Line
Access Control Line
FL @ 330±
FL @ 328.35
FL @ Manhole =314±
FL =306± @ manhole
12"-204'
12"-270'
12"-250'
12"-240
12"-85
12"-120
18"-165
18"
18"
8" Water
12" Water
12" Water
R/W
"C" 250' Spiral S 62°30' a 20.0
"D" 240' Spiral S 14°24' a 5.0
"D" 200' Spiral S 12°00' a 6.0
"D" 12° C.L. TS 32°24' TS 242.44' Lnc 50.00'
50
55
60
50
50

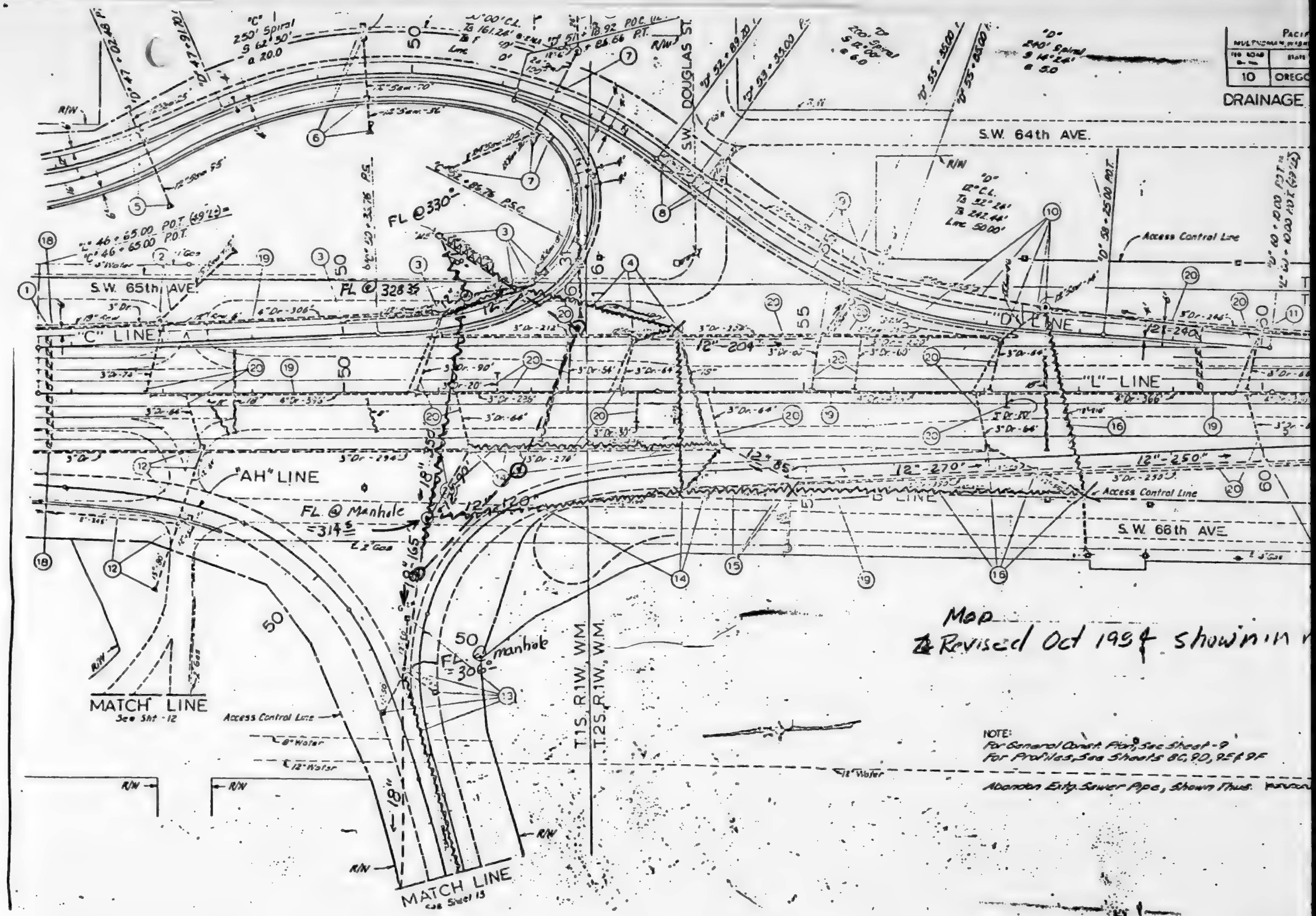
Pacific Highway Multnomah, Washington, / Clackamas Counties				9B
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	I 5 5(73) 293		See Index

DRAINAGE & EXTG UTILITIES

Map
Revised Oct 1954 shown in red

NOTE:
For General Const. Plan, See Sheet-9
For Profiles, See Sheets 8C, 9D, 9E & 9F

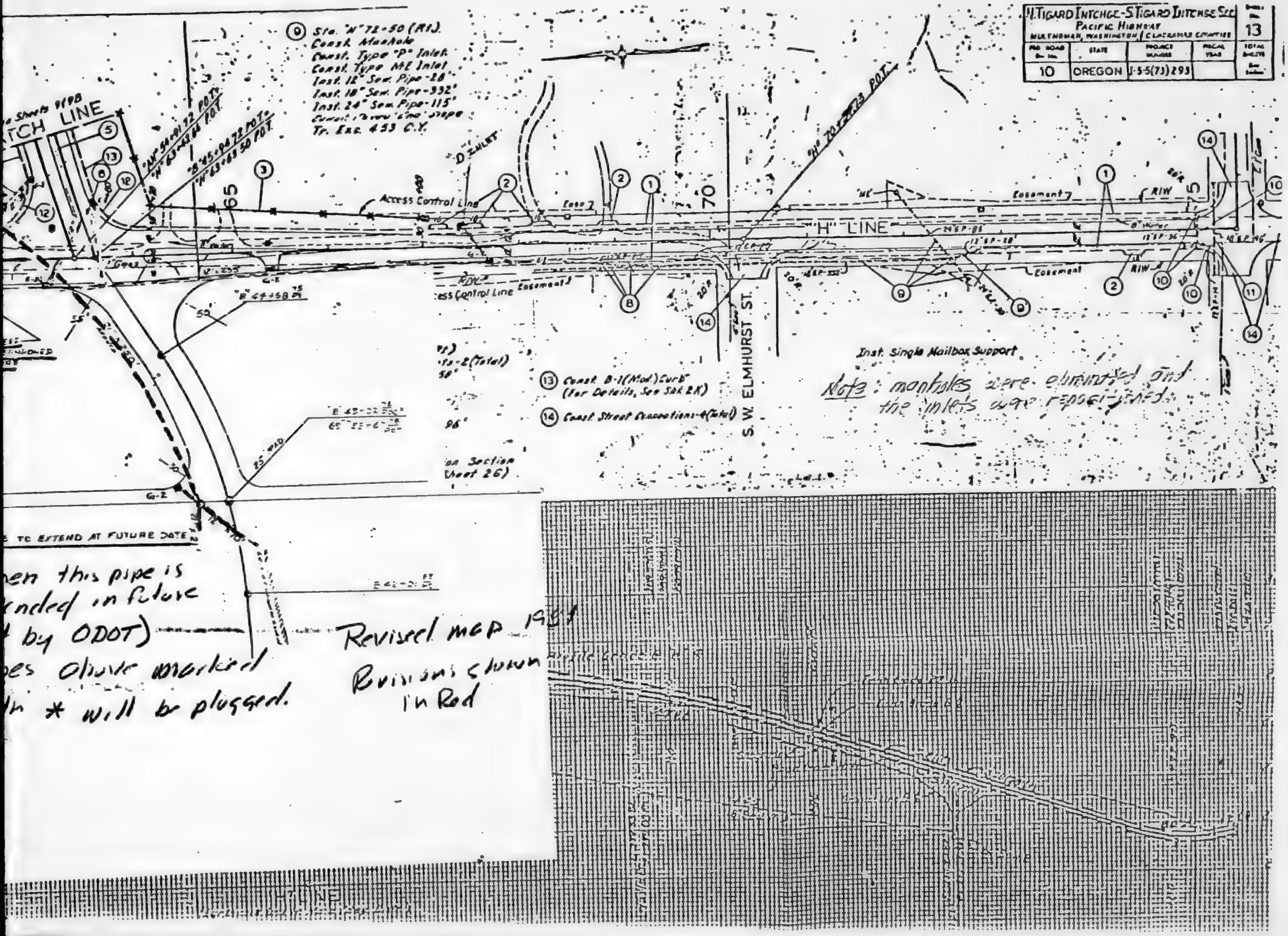
Abandon Extg. Sewer Pipe, Shown Thus.


PACIF
MULTNOMAH, OREGON
FED. ROAD DIV. NO.
STATE
10
OREGO
DRAINAGE
S.W. 64th AVE.
S.W. 65th AVE.
S.W. 66th AVE.
S.W. DOUGLAS ST.
"C" LINE
"D" LINE
"L" LINE
"AH" LINE
"B" LINE
"C" 250' Spiral S 62°30' a 20.0
"D" 240' Spiral S 14°24' a 5.0
"D" 220' Spiral S 12°00' a 6.0
"D" 12° C.L. Δ 32°24' Δ 242.44' Lec 50.00'
"C" 46+65.00 P.O.T. (49'Lt)
"C" 46+65.00 P.O.T.
FL @ 330±
FL @ 328.35
FL @ Manhole = 314±
FL = 306± manhole
12"-204'
12"-240'
12"-250'
12"-270'
12"-85'
12"-120'
18"
18"-165'
18"-350'
Access Control Line
R/W
MATCH LINE See Sht-12
MATCH LINE See Sheet 13
T.1S, R.1W, W.M.
T.2S, R.1W, W.M.
8" Water
12" Water
50
55
60
NOTE:
For General Const. Plan, See Sheet-9
For Profiles, See Sheets 8C, 9D, 9E & 9F
Abandon Exist. Sewer Pipe, Shown Thus.

Map
4 Revised Oct 1954 showin n

N. TIGARD INTCHGE-S. TIGARD INTCHGE SEC.
PACIFIC HIGHWAY
MULTNOMAH, WASHINGTON / CLACKAMAS COUNTIES

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO. 13 / TOTAL SHEETS
10	OREGON	I-5-5(73)293		



TCH LINE
"H" LINE
S. W. ELMHURST ST.
65
70
75
Access Control Line
Access Control Line Easement
Easement
R/W
"D" INLET
"H" 70+72.73 P.O.T.
"H" 64+01.72 P.O.T.
"H" 63+43.84 P.O.T.
"B" 45+94.72 P.O.T.
"H" 63+63.50 P.O.T.
"B" 44+58.75
G-2
TO EXTEND AT FUTURE DATE
on Section
Sheet 26)
96'
50'
-2 (Total)
1
2
3
5
8
9
10
11
12
13
14

⑨ Sta. "H" 72+50 (Rt.).
Const. Manhole
Const. Type "P" Inlet.
Const. Type ME Inlet
Inst. 12" Sew. Pipe-28'
Inst. 18" Sew. Pipe-332'
Inst. 24" Sew. Pipe-115'
Const. Conc. Slope
Tr. Exc. 453 C.Y.

⑬ Const. B-1(Mod.) Curb
(For Details, See Sht 2K)

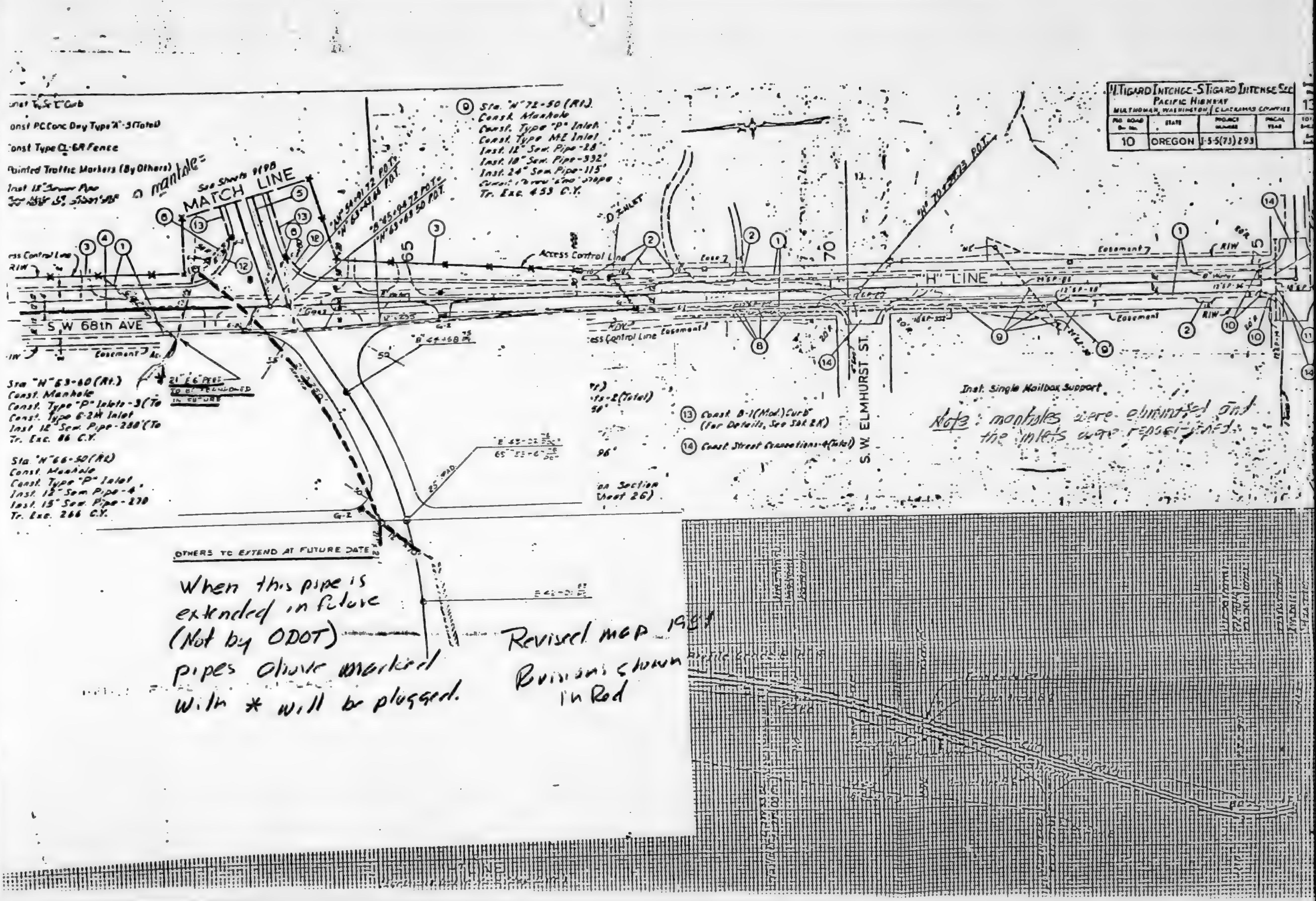
⑭ Const. Street Connections-4 (Total)

Inst. Single Mailbox Support

Note: manholes were eliminated and
the inlets were repositioned.

hen this pipe is
nded in future
by ODOT)
es above marked
h * will be plugged.

Revised map 19[illegible]
Revisions shown
in Red


onst Type "C" Curb
onst P.C.Conc Dwy Type "A"-3(Total)
onst Type CL-6R Fence
Painted Traffic Markers (By Others)
Inst 18" Sewer Pipe
See Sheets 9190
MATCH LINE
Sta. "H" 72+50 (Rt.)
Const. Manhole
Const. Type "P" Inlet
Const. Type ME Inlet
Inst. 12" Sew. Pipe-28'
Inst. 18" Sew. Pipe-332'
Inst. 24" Sew. Pipe-115'
Tr. Exc. 453 C.Y.
"H" 54+91.72 P.O.T.
"H" 63+63.65 P.O.T.
"B" 45+94.72 P.O.T.
"H" 63+63.50 P.O.T.
65
70
"D" INLET
Access Control Line
"H" LINE
"H" 70+72.73 P.O.T.
Easement
R/W
S.W. 68th AVE
S.W. ELMHURST ST.
"B" 44+68.75
Sta. "H" 63+60 (Rt.)
Const. Manhole
Const. Type "P" Inlets-3(To
Const. Type G-2M Inlet
Inst. 12" Sew. Pipe-288'(To
Tr. Exc. 86 C.Y.
21" E6" PERF. TO BE PLUGGED IN FUTURE
Sta. "H" 66+50(Rt.)
Const. Manhole
Const. Type "P" Inlet
Inst. 12" Sew. Pipe-4'
Inst. 15" Sew. Pipe-270
Tr. Exc. 266 C.Y.
13 Const. B-1(Mod.)Curb (For Details, See Sht 2K)
14 Const. Street Connections-4(Total)
Inst. Single Mailbox Support
on Section Sheet 26)
25' RAD.
G-2
OTHERS TO EXTEND AT FUTURE DATE
1
2
3
4
5
8
9
10
11
12
13
14

N. TIGARD INTCHGE-S TIGARD INTCHGE SEC.
PACIFIC HIGHWAY
MULTNOMAH, WASHINGTON, CLACKAMAS COUNTIES

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	I-5-5(73)293	

13

manhole =

Note: manholes were eliminated and the inlets were reassigned.

When this pipe is extended in future (Not by ODOT) pipes above marked with * will be plugged.

Revised map 1989
Revisions shown in Red

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 26, 1984

In Reply Refer To
File No.:

FRED A. ANDERSON
Anderson, Dittman, & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

In response to your letter of August 27, 1984, our plans for handling runoff water remain the same as outlined in my previous letters of May 11, June 13, and July 29, 1983, and March 14, June 25, and July 16, 1984. I've enclosed copies of the above letters and a copy of my letter of December, 1983 which was the result of our on-site meeting.

Referring to the second paragraph of your letter, I'm afraid that I cannot assure you that no drainage water will be allowed to "Penetrate the DJB ownership or any other private ownership lying westerly of 66th Avenue." There are at the present time existing drainage channels which historically do carry surface run-off water across private property.

The one change in the drainage plans which has been made is the result of extending the southbound off-ramp and developing a connection between SW 68th and 69th. In anticipation that this improvement will be extended on to the west, we have installed a pipe along Dartmouth Street. This pipe at the present time is dry, and we expect it to remain so until such time as that future improvement to the west is made.

Allan Harwood
Allan C. Harwood
Metro Region Operations Engineer

Attachment

RECEIVED OCT 1 - 1984

'34-1850

WARDE H. ERWIN
CHARLES C. ERWIN

ERWIN & ERWIN
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
OPTOGRAPHIC BUILDING
3323 S.W. HARBOR DRIVE
PORTLAND, OREGON 97201

TELEPHONE
(503) 226-4525

NOTED
W. E. SCHWARTZ

WES

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO
E. Hardt
FOR
✓ ✓

Orig to
12/21

COPY

December 18, 1984

TO:

Director of the Department of
General Services
Salem, Oregon 97310

State Highway Division
State of Oregon
Salem, OR 97310

Attorney General
State of Oregon
Salem, OR 97310

Re: N/S Tigard Interchange
O.S.H.D. Contract #9615

Gentlemen:

A claim for damages will be asserted against the State of Oregon, The Oregon State Highway Division in the amount of $3,916.50.

The events which give rise to this claim are generally:

During the month of October, 1984, and in connection with the construction of the N/S Tigard Interchange, the Highway Division was constructing certain highway improvements. D. M. Drake Company appears to be the contractor.

The excavation, movement of earth, and sitework in general, done by D. M. Drake Company, allowed and caused quantities of water and debris to descind upon adjacent property and improvement of Chris Baya and his tenant. Water and flood damage was consequently suffered by these persons.

The names and addresses of the claimants are:

Ms. Paula Bayha
Shade Specialties
11302 SW Barbur Blvd.
Portland, OR 97219

Mr. Robert Hendren
11302 SW Barbur Blvd.
Portland, OR 97219

Correspondence may be sent to each, and to:

Charles C. Erwin
Attorney at Law
3323 SW Harbor Drive
Portland, OR 97201

Unless the sum of $3,916.50 is paid within ten (10) days of the date of receipt of this letter by you, suit will be brought for damages, and additional amounts for attorney fees and costs of suit.

Very truly yours,

Charles C. Erwin

CCE:klr
cc: Clients
D. M. Drake Company

December 14, 1984

Celorie Bros. Dump Trucking Inc.
PO Box 1118
Clackamas, OR 97015

CON 5
#9615

Gentlemen or Ladies:

Thank you for your letter of December 6, 1984, informing us that your claim in the amount of $2,266.25 has been paid.

You state this is in reference to the Donald M. Drake Company Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

NOTED ON CARD
12-14-84 kjm

December 6, 1984

Dear Mr. Gormsen,

This Letter is to notify you that our claim against Donald Drake Company on contract #9615 North/South Tigard Interchange has been satisfied in complete.

Celorie Brothers $2,266.25 Paid

Sincerely Yours,

Jeffrey A. Celorie
secretary

Celorie Bros. Dump Trucking Inc.
P. O. Box 1118
Clackamas, Oregon 97015

RECEIVED
DEC 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 14, 1984

Ray's Trucking
PO Box 381
Clackamas, OR 97015

CON 5
#9615

Gentlemen or Ladies:

Thank you for your letter of December 6, 1984, informing us that your claim in the amount of $1,032.00 has been paid.

You state this is in reference to the Donald M. Drake Company Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

NOTED ON CARD
12-14-84 kjm

December 6, 1984

Dear Mr. Gormsen,

This letter is to notify you that our claim against Donald Drake Company on contract #9615 North/South Tigard Interchange has been satisfied in complete.

Rays Trucking $1032.00 Paid

Sincerely Yours,

Jeffrey A. Colont
partner

Ray's Trucking
P.O. Box 381
Clackamas, Oregon 97015

RECEIVED
DEC 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-272

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 21 1984
NORMA PAULUS
SECRETARY OF STATE

December 14, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9615

Bill Helton Dump Trucks
1926 SW Butler Road
Gresham, OR 97030

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated November 20, 1984, against the following Highway Division contract:

FILED BY:	Bill Helton Dump Trucks
AMOUNT:	$843.75
FOR:	Hauling of rock and gravel
AGAINST (Prime contractor)	Donald M. Drake Co.
SUBCONTRACTOR:	Sproul Excavating Co., Inc.
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
12-27-84

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim in the enclosed copy of this letter.

731-0186

RECEIVED
NOV 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: OREGON DEPARTMENT OF TRANSPORTAION, HIGHWAY DIVISION
121 TRANSPORTATION BUILDING
SALEM, OR. 97310
ATTN: ROBERT GORMSEN

NOTICE is hereby given that the undersigned, BILL HELTON DUMP TRUCKS, through its President, BILL HELTON, has a claim for labor provided to SPROUL EXCAVATING CO., INC., a sub-contractor under D.M. DRAKE, CONSTRUCTION CO., a subsidiary of DONALD M. DRAKE CO., the general contractor of Oregon State Highway Department Contract No. 9615, more commonly known as the North-South Tigard Interchange Project, for the hauling of rock and gravel at the job site and to and from the job site, in the sum of $843.75, against the bond taken from D.M. DRAKE CONSTRUCTION CO. AND DONALD M. DRAKE CO., as principal, and UNITED PACIFIC INSURANCE CO., a Washington corporation, as surety of the work of constructing the North-South Tigard Interchange Project, pursuant to OSHD Contract No. 9615.

DATED this 20TH. day of NOvember 1984.

BILL HELTON DUMP TRUCKS

By: Bill Helton
BILL HELTON
1926 S.W. BUTLER ROAD
GRESHAM, OR. 97030

CERTIFIED
No.
MAIL

STATE OF OREGON)
)ss
COUNTY OF Multnomah)

On this day of 20TH. November, 1984 personally appeared before me the within named BILL HELTON, who being first duly sworn, did say that he is the President of BILL HELTON DUMP TRUCKS, the within-named company and acknowledge said instrument to be the voluntary act and deed of said company.

Before me: Milo J. Coffin

(SEAL) Notar Public for Oregon

My Commission expires 2-17-88

December 14, 1984

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

CON 5
#9615

Attention: Mr. Fred A. Hughes
Trust Coordinator

Gentlemen or Ladies:

Thank you for your notice dated November 20, 1984, stating that Oregon Laborers-Employers Trust Funds releases the claim dated October 23, 1984, for fringe benefits due the employees of Sproul Excavating Company, Inc., in the amount of $2,331.15.

You state this is in reference to the Donald M. Drake Company Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

NOTED ON CARD
12-14-84 kjm

FKN:kjm

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS releases the claim dated October 23, 1984 for fringe benefits due to the employees of Sproul Excavating Company, Inc., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of Two Thousand Three Hundred Thirty-one and 15/100 Dollars (2,331.15), for that project known as North Tigard Interchange - South Tigard Interchange - Section of Pacific Highway, Multnomah, Washington and Clackamas counties. OSHO Project #9615.

DATED: November 20, 1984

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State

CERTIFIED
P 464 859 844
MAIL

RECEIVED
NOV 21
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 14, 1984

Stark Trucking, Inc.
3923 Ibis Street NE
Salem, OR 97305

CON 5
#9615

Dear Mr. Stark:

Thank you for your letter of December 7, 1984, advising us that your claim in the amount of $7,295.25 has been paid in full.

You state this is in reference to the Donald M. Drake Company Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

NOTED ON CARD
12-14-84 kjm

FKN:kjm

December 7, 1984

Department of Transportation
121 Transportation Bldg.
Salem, Oregon

Gentlemen:

This is to advise you the below stated claim has been paid in full:

Filed by:	Stark Trucking, Inc.
Amount:	$7295.25
For:	Dump truck work
Against (Prime Contractor):	Donald Drake Company
Contract No.	9615
Project:	N. Tigard Interchange-S.Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
Surety:	United Pacific Insurance Co.
Agent:	Corroon and Black of Oregon

Thank you for your help in this matter.

Sincerely,

Duane Stark
STARK TRUCKING, INC.

cc: United Pacific Insurance Co.

Mr. Mark Comstock of Garrett, Seideman, Hemann, Robertson & De Muniz, P.C., Attorneys at Law

STARK TRUCKING - INC.
3[illegible]23 IBIS STREET N.E.
SALEM, OREGON 97305

RECEIVED
DEC 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 28, 1984

AGC-Operating Engineers Trust Funds
PO Box 4668
Portland, OR 97208

CON 5
#9615

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

Thank you for your letter of November 19, 1984, informing us that you are in receipt of Donald M. Drake's check for $3,231.51 representing payment in full of a claim for Sproul Excavating Co., Inc.

You state this was in reference to the Donald M. Drake Company Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

We will note this payment in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

FKN:kjm

NOTED ON CARD
11-28-84

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

November 19, 1984

Robert W. Gormsen
Commission Service
Department of Transportation
Transportation Bldg
Salem,OR 97310

Re: File No: CON 5 #9615
Prime: Donald M. Drake Co.
Sub: Sproul Excavating Co., Inc.

Gentlemen:

Be advised we are in receipt of Donald M. Drake's check in the amount of $ 3,231.51 representing payment in full of our Notice of Claim for Sproul Excavating Co., Inc. on the above project.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

B J Winchester

Barbara J. Winchester
Delinquency Coordinator

BJW:dll

cc: United Pacific Reliance Insurance Co.
Donald M. Drake
Sproul Excavating Co., Inc.
Secretary of State

RECEIVED
NOV 20 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
LLOYD BABLER, JR.
ARTHUR WEEKS
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

I.U.O.E.
Local 701

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • SUITE B210 • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

CL 84-258

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1984

NOV 29 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:
CON 5
#9615

Don Toombs Trucking, Inc.
8931 NE Killingsworth
Portland, OR 97202

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated November 13, 1984, concerning the following Highway Division contract:

FILED BY:	Don Toombs Trucking, Inc.
AMOUNT:	$2,080.25
FOR:	Labor
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Sproul Excavating Co., Inc.
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
Dec 12, 1984

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
NOV 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

CERTIFIED
No.
MAIL

NOTICE OF CLAIM

TO: OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION
121 Transportation Building
Salem OR 97310
ATTN: Robert Gormsen

NOTICE is hereby given that the undersigned, DON TOOMBS TRUCKING, INC., by and through its President, Donald N. Toombs, has a claim for labor provided to SPROUL EXCAVATING CO., INC., a sub-contractor under D.M. DRAKE CONSTRUCTION CO., a subsidiary of DONALD M. DRAKE CO., the general contractor of Oregon State Highway Department Contract No. 9615, more commonly known as the North-South Tigard Interchange Project, for the hauling of rock and gravel at the jobsite and to and from the jobsite and for water truck rental at job site, in the sum of $2,080.25, against the bond taken from D.M. DRAKE CONSTRUCTION CO. and DONALD M. DRAKE CO., as principal, and UNITED PACIFIC INSURANCE CO., a Washington corporation, as surety of the work of constructing the North-South Tigard Interchange Project, pursuant to OSHD Contract No. 9615.

DATED this 13th day of November, 1984

DON TOOMBS TRUCKING, INC.

By Don Toombs
Donald N. Toombs

Don Toombs Trucking, Inc.
8931 NE Killingsworth
Portland, OR 97220

STATE OF OREGON)
) ss.
County of Multnomah)

On this 13th day of November, 1984, personally appeared before me the within-named DONALD N. TOOMBS, who being first duly sworn, did say that he is the President of DON TOOMBS TRUCKING, INC., the within-named corporation, and acknowledge said instrument to be the voluntary act and deed of said corporation by authorization of its Board of Directors.

Before me:

Debbie Graff
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12/17/87

RECEIVED
NOV 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-229

bc: Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1984

IN REPLY REFER TO
FILE NO.
CON 5
#9615

FILED
NOV 23 1984
NORMA PAULUS
SEC [illegible]

Furrer and Scott
Attorneys & Counselors at Law
PO Box 23414
Tigard, OR 97223

Attention: Michael J. Scott

Gentlemen or Ladies:

This will acknowledge your letter dated November 2, 1984, with attached Notice of Claim on behalf of Power Rental Co. dba Power Rents, Inc., concerning the following Highway Division contract:

FILED BY:	Power Rental Co. dba Power Rents, Inc.
AMOUNT:	$4,161.42 together with interest
FOR:	Equipment rental
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Sproul Excavating
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

NOTED ON CARD
11-28-84
bm

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Company
United Pacific Insurance Co.

9615

bc: Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

November 21, 1984

Furrer and Scott
Attorneys & Counselors at Law
PO Box 23414
Tigard, OR 97223

CON 5
#9615

Attention: Michael J. Scott

Gentlemen or Ladies:

This will acknowledge your letter dated November 2, 1984, with attached Notice of Claim on behalf of Power Rental Co. dba Power Rents, Inc., concerning the following Highway Division contract:

FILED BY:	Power Rental Co. dba Power Rents, Inc.
AMOUNT:	$4,161.42 together with interest
FOR:	Equipment rental
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Sproul Excavating
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

NOTED ON CARD
11-21-84

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

cc: Donald M. Drake Company, 1740 NW Flanders, Portland, OR 97209
United Pacific Insurance Co., Bond Dept., 33405 8th Ave. So. C-3000,
Federal Way, WA 98003

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

November 2, 1984

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Clerk or Auditor
State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re:	
Project/Contract Name:	North/South Interchange Project, I-5 - C9615
Prime Contractor for Project:	Donald M. Drake
Claimant's Contract With:	Sproul Excavating
Surety:	United Pacific Insurance Co.
Bond No.:	U493921
Claimant:	Power Rental Co., dba Power Rents, Inc.
Amount:	$4,161.42 together with lawful interest thereon

Dear Clerk or Auditor:

Enclosed please find a Notice of Claim on the above project to be filed on behalf of my client, Power Rental Co., dba Power Rents, Inc.

Very truly yours,

Michael J. Scott

MJS/smn
Enclosure
cc: Power Rents, Inc.

REGISTERED MAIL
R 062 653 557

RECEIVED
NOV 5
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

November 2, 1984

TO:

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97301

Clerk or Auditor
State of Oregon, Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

Donald M. Drake Co.
11490 S.W. 60th
Portland, Oregon 97219
ATTENTION: Dennis Hammond

United Pacific Insurance Company
33405 8th Avenue S.
Federal Way, Washington 98003
ATTENTION: Richard Laurson
Bond Department

NOTICE OF CLAIM

Project/Contract Name:	North/South Interchange Project, I-5 C9615
Prime Contractor for Project:	Donald M. Drake
Claimant's Contract With:	Sproul Excavating
Surety:	United Pacific Insurance Co.
Bond No.:	U493921
Claimant:	Power Rental Co., dba Power Rents, Inc.
Amount:	$4,161.42 together with lawful interest thereon

NOTICE IS HEREBY GIVEN that the undersigned, Power Rental Co., dba Power Rents, Inc., an Oregon corporation, has a claim for certain equipment rented to Sproul Excavating for and used in the construction of the project described herein, which claim is in the total sum of $4,161.42 as shown on Exhibit "A" attached hereto and incorporated by this reference herein, together with lawful interest thereon, against the bond taken from Donald M. Drake, the prime contractor on the project, and furnished by United Pacific Insurance Co., Bond No. U493921 for work on the North/South Tigard Interchange Project, I-5, Contract No. C9615, Oregon.

Said pieces of equipment were furnished and provided by Power Rental Co., dba Power Rents, Inc., to Sproul Excavating, a subcontractor of Donald M. Drake, the prime contractor on the project; and were used in the construction of the above public works project. Said project has not yet been finally accepted by the public body. Claimant's performance was complete on August 7, 1984.

Demand is hereby made for payment of the above-stated indebtedness in the sum of $4,161.42, together with lawful interest. You and each of you are hereby notified that, unless the amount due and owing is paid forthwith, suit will be instituted upon the bond.

DATED this 2nd day of November, 1984.

POWER RENTAL CO.,
dba POWER RENTS, INC.

By: ______________________
James W. Hamilton
Its Credit Manager

RECEIVED
NOV 5 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT "A"

Invoice No.	Equipment	Invoice Amount
258378	Compressor	$172.25
258279	Compressor	146.00
257075	Wacker	385.00
259535	Compressor	69.94
260380	Compressor	86.23
264162	Pump	46.00
263523	Slab Saw	63.00
265277	Compressor	394.80
265831-1	Roller	2,650.00
268876	Compressor	44.00
269146	Blades	70.00
269607	Cutoff Saw	35.00
TOTAL		$4,161.42

THE INVOICES REFERENCED HEREIN ARE ATTACHED HERETO AND INCORPORATED BY THIS REFERENCE HEREIN.

RECEIVED
NOV 5 '19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 258378

Purchase Order No.

Sproul Excavating TEL. NO.
ADDRESS
CITY STATE
EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT Dudley I-5
DRIVERS LICENSE NO.
EQUIPMENT NO. 8503
DUE IN WITHOUT ADD'TL CHARGE
TIME IN App
TIME OUT Aff

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
100 CFM Compressor				40⁰⁰			
60 lb Hammer	# 580			17⁰⁰			
50 Ft Hose				4⁰⁰			

CHARGES		
DEPOSIT		
TOTAL RENT	①	152.50
~~HOSE.~~ Bits	(43c)	10.00
DEL. CGE.		
CLEANING CGE.		
FUEL 7.5	(641)	9.75
TOTAL		172.25

TOTAL INVOICE PERIOD 2½

MATERIAL
1 CHIS. @ c 4.00
POINTS @ c
2 SPADES @ c 6.00

HOUR METER
IN 2718.7
OUT
TOTAL

MILEAGE
IN
OUT
TOTAL

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED –

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TRANSPORTATION CHARGES and full responsibility for equipment from time same leaves Lessor's premises until returned, is assumed by Lessee.

DISCLAIMER OF WARRANTY: THERE ARE NO EXPRESS WARRANTIES OR IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR A PARTICULAR PURPOSE. Description is for identification only. Lessor's liability is limited to repair of of any defects in equipment which Lessor determines was defective under normal use. In no event shall Lessor's liability exceed the rental paid. Lessor will not be liable for direct, indirect, special, consequential or commercial damages, nor for injuries to persons or property. The foregoing shall be Lessee's sole and exclusive remedy.

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Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

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Interest on past due accounts will be charged at a rate of 1½% per month on past due accounts.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature Jim Reid

A cleaning charge will be made on items returned unclean.

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RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE

RENTAL CONTRACT NO. 258279

Purchase Order No.

ford Excavatin TEL. NO.

DRAKE JOB I-5

CITY STATE

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT

DRIVERS LICENSE NO.

EQUIPMENT NO. 1011

DUE IN WITHOUT ADD'TL CHARGE

TIME IN

TIME OUT

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
100 cfm Compressor				40.00			
60 lb Hammer				17.00			
50 ft Hose				4.00			

CHARGES	
DEPOSIT	
TOTAL RENT (1)	61.00
MDSE. Bits (1.50)	10.00
DEL. CGE.	
CLEANING CGE.	
FUEL —0—	
1 — Box of [illegible] Bits (1.50)	70.00
Hose Repair	5.00
TOTAL	146.00

TOTAL INVOICE PERIOD
MATERIAL

	CHIS.	● c	
1	POINTS	● c	4.25
2	SPADES	● c	6.00

HOUR METER
IN
OUT 1220.5
TOTAL

MILEAGE
IN
OUT
TOTAL

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Lessee Signature Jim Reed

A cleaning charge will be made on items returned unclean.

1

A cleaning charge will be made on items returned unclean.

WER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 257075

Purchase Order No.

Job Drake I-5

NAME SPROUL EXCAVATING
TEL. NO.
ADDRESS 15880 SW 79TH
TIGARD OR 97223
CITY
STATE
EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT

DRIVERS LICENSE NO.
EQUIPMENT NO. 533
DUE IN WITHOUT ADD'TL CHARGE

TIME IN
TIME OUT

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
151 Walker 6" Foot						160.00	385.00
				1 Month Best Rate			
~~1 yd / 7 ft~~							
TOTAL INVOICE PERIOD				2		3	

CHARGES	
DEPOSIT	
TOTAL RENT	385.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL (5)	385.00

MATERIAL

________CHIS. ●______C ____________
________POINTS ●______C ____________
________SPADES ●______C ____________

HOUR METER

IN____________
OUT____________
TOTAL____________

MILEAGE

IN____________
OUT____________
TOTAL____________

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Lessee Signature ____________

A cleaning charge will be made on items returned unclean.

items returned unclean.

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 259535

Purchase Order No.

NAME Sproul Excavation TEL. NO.

ADDRESS

CITY STATE

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT Drake I-5

DRIVERS LICENSE NO.

EQUIPMENT NO. 1003

DUE IN WITHOUT ADD'TL CHARGE

TIME IN

TIME OUT

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
100 CFM Compressor				40.00			
50 FT Hose				4.00			
90 lb Hammer				17.00			

CHARGES	
DEPOSIT	
TOTAL RENT (1)	61.00
~~MDSE.~~ Po (630)	4.00
DEL. CGE.	
CLEANING CGE.	
FUEL 3.8 (Gal)	4.94
TOTAL	69.94

TOTAL INVOICE PERIOD

MATERIAL			HOUR METER	MILEAGE
____ CHIS.	@____c		IN	IN
1 POINTS	@____c	4.00	OUT 2182	OUT
1 SPADES	@____c		TOTAL	TOTAL

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED –

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Lessee Signature ____________

A cleaning charge will be made on items returned unclean.

RENTALS – SALES OFFICE RENTAL CONTRACT No. ~~[illegible]~~ 052396-2

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 260380

Purchase Order No.

NAME Sprout Excavating TEL. NO.
ADDRESS
CITY STATE
EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT Drake I-5

DRIVERS LICENSE NO.	EQUIPMENT NO.	DUE IN WITHOUT ADD'TL CHARGE	TIME IN	TIME OUT
	1001		MAY	MA

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
100 Cfm Compressor							
90 # Hammer F 014							
50 Ft Hose							
~~stop Hose out 5-1-8? 12:31 p~~							

Hose Blew out
Exchanged, then
2nd hose Blew Out

CHARGES		
DEPOSIT		
TOTAL RENT	(1)	61.00
~~HOSE~~ Bits	(.630)	16.00
DEL. CGE.		
CLEANING CGE.		
FUEL 7.1	(gal)	9.23
TOTAL		86.23

TOTAL INVOICE PERIOD

MATERIAL			
5	CHIS. 2pt chisel	c	12.00
	POINTS	c	
1	SPADES	c	4.00

HOUR METER	
IN	
OUT	1349.1
TOTAL	

MILEAGE	
IN	
OUT	
TOTAL	

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Lessee Signature Thomas Jones

A cleaning charge will be made on items returned unclean.

OFFICE

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. [illegible]

Purchase Order No.

NAME SPROUL EXCAVATING TEL. NO. [illegible]
ADDRESS [illegible] SW 79TH
CITY TIGARD OR 97223 STATE
EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT

Drake I-5

TIME IN JUN 12
TIME OUT JUN 12

DRIVERS LICENSE NO.
EQUIPMENT NO. [illegible]
DUE IN WITHOUT ADD'TL CHARGE

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
1 - 3" Dia. Pump				23.00			
35' Suction hose				8.00			
50' discharge hose				15.00			

CHARGES	
DEPOSIT	
TOTAL RENT	
MDSE.	
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL	⑥ 46.00

TOTAL INVOICE PERIOD

MATERIAL

_______CHIS. @_______c ____________
_______POINTS @_______c ____________
_______SPADES @_______c ____________

HOUR METER

IN____________________
OUT____________________
TOTAL____________________

MILEAGE

IN____________________
OUT____________________
TOTAL____________________

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Lessee Signature Thomas Jones

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POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 263523

Purchase Order No.

NAME Sprawl Excavation TEL. NO.

ADDRESS

CITY STATE

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT DRAKE I-5

TIME IN 15.5 Jul

DRIVERS LICENSE NO.

EQUIPMENT NO. 154

DUE IN WITHOUT ADD'TL CHARGE

TIME OUT 8.7 Jul

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
9 H.P. Slab Saw				40.00			
12" Asphalt Blade				18.00			
out 0 + 81/1000th							
IF 0 + 83/1000th							

CHARGES	
DEPOSIT	
TOTAL RENT (9)	40.00
MDSE. Bld (6 3/2)	23.00
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL	63.00

TOTAL INVOICE PERIOD

MATERIAL

________CHIS. @______c ____________

________POINTS @______c ____________

________SPADES @______c ____________

HOUR METER

IN________

OUT________

TOTAL________

MILEAGE

IN________

OUT________

TOTAL________

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Lessee Signature ____________

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RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 265277

Purchase Order No.

NAME SPROUL EXCAVATING TEL. NO.
ADDRESS 13890 SW 79TH
TIGARD OR 97223
CITY STATE

D.M. Drake Job
I-5

Jul
JUN 2

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT

DRIVERS LICENSE NO.	EQUIPMENT NO.	DUE IN WITHOUT ADD'L CHARGE
	1013	

ITEM RENTED		MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
					20.00			
100 Comp	Ret 6-26-84				10:00 A			
Rock Drill	#54					80	88.00	
100' hose				① -364			28.00	
1 3/4" Carbide							20.00	30.00
								1
								(630)
					4		2	

CHARGES	
TIME IN	
TIME OUT	
DEPOSIT	
TOTAL RENT	394.8
MDSE.	
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL	394

TOTAL INVOICE PERIOD

MATERIAL
______CHIS. @______c ______
______POINTS @______c ______
______SPADES @______c ______

HOUR METER
IN ______
OUT 970
TOTAL ______

MILEAGE
IN ______
OUT ______
TOTAL ______

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED –

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.

RENTAL RATES are based on one eight hour shift per day. Additional shifts will be charged at 50% of the base rental rate. No option to purchase is containe

TRANSPORTATION CHARGES and full responsibility for equipment from time same leaves Lessor's premises until returned, is assumed by Lessee.

DISCLAIMER OF WARRANTY: THERE ARE NO EXPRESS WARRANTIES OR IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS PARTICULAR PURPOSE. Description is for identification only. Lessor's liability is limited to repair of of any defects in equipment which Lessor de was defective under normal use. In no event shall Lessor's liability exceed the rental paid. Lessor will not be liable for direct, indirect, special, consequ commercial damages, nor for injuries to persons or property. The foregoing shall be Lessee's sole and exclusive remedy.

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his respo for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good con it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against chase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

"I hereby covenant and agree that the equipment and materials that are the subject of this agreement will be used solely at the location or job described as ______ and will not be used on any other job nor removed from the location or job as set forth above without the express consent of Lessor.
Interest on past due accounts will be charged at a rate of 1½% per month on past due accounts.

I agree that all charges for rental, damage, cleaning or material will be paid, and that tion fees, attorney fees, court costs, or any expense involved in the collection of the will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature ______

A cleaning charge will be made on items returned unclean.

Signature ______
A cleaning charge will be made on items returned unclean.
A cleaning charge will be made on items returned unclean.

RENTS, INC.

RENTALS – SALES

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 257029

OFFICE
RENTAL CONTRACT No. ~~[illegible]~~
265831-1

Purchase Order No.

Sprovl Excavation

ADDRESS TEL. NO.

CITY STATE

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT

DRAKE I-5

DRIVERS LICENSE NO.

EQUIPMENT NO.

			DUE IN WITHOUT ADD'TL CHARGE				
ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Progress BIlling 7/22/84							
Hyster Roller							
					2650.00		
7/2 - 8/1/84							

TIME IN	
TIME OUT	7/2/84
CHARGES	
DEPOSIT	
TOTAL RENT	
MDSE.	
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL	(13) 2650.00

TOTAL INVOICE PERIOD
MATERIAL

________ CHIS. ●______C ____________
________ POINTS ●______C ____________
________ SPADES ●______C ____________

HOUR METER
IN____________
OUT____________
TOTAL____________

MILEAGE
IN____________
OUT____________
TOTAL____________

ONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED —

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.
RENTAL RATES are based on one eight hour shift per day. Additional shifts will be charged at 50% of the base rental rate. No option to purchase is contained herein.
TRANSPORTATION CHARGES and full responsibility for equipment from time same leaves Lessor's premises until returned, is assumed by Lessee.
DISCLAIMER OF WARRANTY: THERE ARE NO EXPRESS WARRANTIES OR IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR A RTICULAR PURPOSE. Description is for identification only. Lessor's liability is limited to repair of of any defects in equipment which Lessor determines defective under normal use. In no event shall Lessor's liability exceed the rental paid. Lessor will not be liable for direct, indirect, special, consequential or mercial damages, nor for injuries to persons or property. The foregoing shall be Lessee's sole and exclusive remedy.
All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility ental charges.
essee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as s at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save less lessor from any liability resulting from the use of said articles.
ll equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired e repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the pur- price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.
heduled rental rates begin when equipment leaves our store and continue until returned thereto.

ereby covenant and agree that the equipment and materials are the subject of this agreement will be used solely at the on or job described as________________ vill not be used on any other job nor removed from the lo- or job as set forth above without the express consent of

t on past due accounts will be charged at a rate of 1½% nth on past due accounts.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

Lessee
Signature________________________

A cleaning charge will be made on items returned unclean.

RENTS, INC.

RENTALS – SALES

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 267029

OFFICE
RENTAL CONTRACT No. [illegible]
265831-1

Purchase Order No.

Sproul Excavation

ADDRESS

TEL. NO.

CITY

STATE

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT

DRAKE I-5

DRIVERS LICENSE NO.

EQUIPMENT NO.

DUE IN WITHOUT ADD'TL CHARGE

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Progress BIlling 7/22/84							
Hyster Roller							
					2650.00		
7/2 - 8/1/84							

TIME IN	
TIME OUT	7/2/84
CHARGES	
DEPOSIT	
TOTAL RENT	
MDSE.	
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL ⑬	2650.00

TOTAL INVOICE PERIOD
MATERIAL

________CHIS. ●______C ____________

________POINTS ●______C ____________

________SPADES ●______C ____________

HOUR METER
IN________________
OUT________________
TOTAL________________

MILEAGE
IN________________
OUT________________
TOTAL________________

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED –

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.

RENTAL RATES are based on one eight hour shift per day. Additional shifts will be charged at 50% of the base rental rate. No option to purchase is contained herein.

TRANSPORTATION CHARGES and full responsibility for equipment from time same leaves Lessor's premises until returned, is assumed by Lessee.

DISCLAIMER OF WARRANTY: THERE ARE NO EXPRESS WARRANTIES OR IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR A
RTICULAR PURPOSE. Description is for identification only. Lessor's liability is limited to repair of of any defects in equipment which Lessor determines
defective under normal use. In no event shall Lessor's liability exceed the rental paid. Lessor will not be liable for direct, indirect, special, consequential or
mercial damages, nor for injuries to persons or property. The foregoing shall be Lessee's sole and exclusive remedy.
All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility
rental charges.

essee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as
as at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save
less lessor from any liability resulting from the use of said articles.
ll equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired
e repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the pur-
price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.
heduled rental rates begin when equipment leaves our store and continue until returned thereto.

ereby covenant and agree that the equipment and materials
are the subject of this agreement will be used solely at the
on or job described as________________
vill not be used on any other job nor removed from the lo-
or job as set forth above without the express consent of

st on past due accounts will be charged at a rate of 1½%
nth on past due accounts.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

Lessee
Signature________________

A cleaning charge will be made on items returned unclean.

WER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 268876

Purchase Order No.

NAME [illegible] EXCAVATING TEL. NO.

ADDRESS [illegible] SW TUALATIN

CITY [illegible] 97140 STATE

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT Job - Drake I-5

DRIVERS LICENSE NO.

EQUIPMENT NO. 1007

DUE IN WITHOUT ADD'TL CHARGE

TIME IN

TIME OUT Jul

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
100 CFM Compressor							
90# Hammer							
50 ft Hose							

CHARGES	
DEPOSIT	
TOTAL RENT (1)	40.00
~~MDSE~~ Bit (630)	4.00
DEL. CGE.	
CLEANING CGE.	
FUEL 0	
TOTAL	44.00

TOTAL INVOICE PERIOD

MATERIAL			HOUR METER		MILEAGE	
CHIS.	@ c		IN		IN	
2 POINTS	@ c	4.00	OUT	867.0	OUT	
SPADES	@ c		TOTAL		TOTAL	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED –

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.

RENTAL RATES are based on one eight hour shift per day. Additional shifts will be charged at 50% of the base rental rate. No option to purchase is contained herei

TRANSPORTATION CHARGES and full responsibility for equipment from time same leaves Lessor's premises until returned, is assumed by Lessee.

DISCLAIMER OF WARRANTY: THERE ARE NO EXPRESS WARRANTIES OR IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR PARTICULAR PURPOSE. Description is for identification only. Lessor's liability is limited to repair of of any defects in equipment which Lessor determine was defective under normal use. In no event shall Lessor's liability exceed the rental paid. Lessor will not be liable for direct, indirect, special, consequential c commercial damages, nor for injuries to persons or property. The foregoing shall be Lessee's sole and exclusive remedy.

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Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

"I hereby covenant and agree that the equipment and materials that are the subject of this agreement will be used solely at the location or job described as ______ and will not be used on any other job nor removed from the location or job as set forth above without the express consent of Lessor.

Interest on past due accounts will be charged at a rate of 1½% per month on past due accounts.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all colle tion fees, attorney fees, court costs, or any expense involved in the collection of these charg will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature Thomas Jones

A cleaning charge will be made on items returned unclean.

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. [illegible]46

Purchase Order No.

Drake
I-5

NAME Sproul Excav. TEL. NO.

ADDRESS

CITY STATE

EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT

DRIVERS LICENSE NO.	EQUIPMENT NO.	DUE IN WITHOUT ADD'TL CHARGE

TIME IN

TIME OUT Aue

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
1 Bx Concrete Blades							

CHARGES	
DEPOSIT	
TOTAL ~~RENT~~ Sale	70.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL [illegible]	70.00

TOTAL INVOICE PERIOD

MATERIAL

_________ CHIS. @_______c _____________
_________ POINTS @_______c _____________
_________ SPADES @_______c _____________

HOUR METER

IN _____________________
OUT _____________________
TOTAL _____________________

MILEAGE

IN _____________________
OUT _____________________
TOTAL _____________________

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED –

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.

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Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

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I agree that all charges for rental, damage, cleaning or material will be paid, and that all colli tion fees, attorney fees, court costs, or any expense involved in the collection of these charc will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature ______________________

A cleaning charge will be made on items returned unclean.

VER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Avenue
TIGARD, OREGON 97223
Phone 620-1235

OFFICE
RENTAL CONTRACT No. 283607

Sproul Excav. TEL. NO.

ESS

STATE

MENT WILL BE KEPT IN LESSEE'S POSSESSION AT

Purchase Order No.

Drake Job I-5

IVERS LICENSE NO.	EQUIPMENT NO.	DUE IN WITHOUT ADD'TL CHARGE	TIME IN	TIME OUT
	861		11.e Aug	9:3 Aug

ITEM RENTED	MIN. RATE	HR.	1/2 DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Cutoff Saw				35.00			

CHARGES	
DEPOSIT	
TOTAL RENT	35.00
MDSE.	
DEL. CGE.	
CLEANING CGE.	
FUEL	
TOTAL	(9) 35.00

TOTAL INVOICE PERIOD
MATERIAL

_______ CHIS. @_______c __________
_______ POINTS @_______c __________
_______ SPADES @_______c __________

HOUR METER
IN__________
OUT__________
TOTAL__________

MILEAGE
IN__________
OUT__________
TOTAL__________

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED –

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RENTAL RATES are based on one eight hour shift per day. Additional shifts will be charged at 50% of the base rental rate. No option to purchase is contained herein.
TRANSPORTATION CHARGES and full responsibility for equipment from time same leaves Lessor's premises until returned, is assumed by Lessee.
DISCLAIMER OF WARRANTY: THERE ARE NO EXPRESS WARRANTIES OR IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR A PARTICULAR PURPOSE. Description is for identification only. Lessor's liability is limited to repair of of any defects in equipment which Lessor determines was defective under normal use. In no event shall Lessor's liability exceed the rental paid. Lessor will not be liable for direct, indirect, special, consequential or commercial damages, nor for injuries to persons or property. The foregoing shall be Lessee's sole and exclusive remedy.

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Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

"I hereby covenant and agree that the equipment and materials that are the subject of this agreement will be used solely at the location or job described as__________ and will not be used on any other job nor removed from the location or job as set forth above without the express consent of Lessor.

Interest on past due accounts will be charged at a rate of 1½% per month on past due accounts.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

Lessee Signature Thomas

A cleaning charge will be made on items returned unclean.

CL 84-243

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc: ✓Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

November 21, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

F D
NOV 2[illegible] 1984
N[illegible]MA PAULUS

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated October 23, 1984, against the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$2,331.15 which includes liquidated damages of $240.44 & interest in the sum of $11.04
FOR:	Fringe benefits due employees of Sproul Excavating Co., Inc.
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
Dec 12, 1984
Ajm

cc: Donald M. Drake Company
United Pacific Insurance Co.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Sproul Excavating Company, Inc., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of Two Thousand Three Hundred Thirty-one and 15/100 Dollars (2,331.15) which includes liquidated damages of $240.44 and interest in the amount of $11.04 against Bond No. (unknown) issued on (unknown) which Donald M. Drake is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and (unknown) is the surety, for that project known as North Tigard Interchange - South Tigard Interchange - Section of Pacific Highway, Multnomah, Washington and Clackamas counties. OSHO Project #9615.

DATED: October 23, 1984

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon

227-6012

cc: Secretary of State

CERTIFIED
P 463 000 140
MAIL

RECEIVED
OCT 24
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL84-233

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 8 1984
NORMA PAULUS
SECRETARY OF STATE

November 5, 1984

Bolliger, Hampton, and Tarlow
Attorneys at Law
1300 SW Cedar Hills Blvd., Ste. 102
Portland, OR 97225

CON 5
#9615

Attention: Bruce Lee Schafer

Gentlemen or Ladies:

This will acknowledge your letter of October 8, 1984, with attached Notice of Claim on behalf of Sproul Excavating Company, Inc., concerning the following Highway Division contract:

FILED BY:	Sproul Excavating Company, Inc.
AMOUNT:	$202,832.40 plus interest
FOR:	Labor and material
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
11/28/84
br

cc: United Pacific Insurance Co.
Donald M. Drake Company

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ATTORNEYS AT LAW

BOLLIGER
HAMPTON
& TARLOW
A PROFESSIONAL CORPORATION

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
[illegible]
JOHN S. CAVANAGH
BRUCE L. SCHAFER
E. ANDREW JORDAN
KATHERINE M. ZELKO
MILTON E. BERNHARD

BILL MOSHOFSKY
OF COUNSEL

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171
TELEX: 360401 INTERPULSE PTL
TELECOPIER: (503) 226-0271

October 8, 1984

Regular Mail
Certified Mail
Return Receipt Requested

Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: North-South Tigard Interchange
Contract No. 9615
Donald M. Drake Company/Sproul Excavating Company, Inc.
Bond No. U 493921

We represent Sproul Excavating Company, Inc. with respect to its claim for unpaid sums on the North-South Tigard Interchange, Pacific Highway, Multnomah, Washington and Clackamas Counties.

Enclosed is Notice of Claim in the captioned matter and copy of demand letter to United Pacific Insurance Company.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

Bruce L Schafer

BRUCE LEE SCHAFER

MEP/ss/0258Q

Enclosure

cc: Sproul Excavating Company, Inc.

RECEIVED
OCT 15 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Secretary of Transportation
State of Oregon
Salem, OR 97310

RE: North-South Tigard Interchange
OSHD Contract No. 9615
Donald M. Drake Company/Sproul Excavating Company, Inc.
Bond No. U 493921

NOTICE IS HEREBY GIVEN that the undersigned, Sproul Excavating Company, Inc., has a claim for sewer and culvert pipe and other related materials furnished and installed by Sproul Excavating Company, Inc. in the sum of $202,832.40, plus interest at 9% per annum from September 24, 1984, until paid, and against the Bond taken from United Pacific Insurance Company, as Surety, and Donald M. Drake Company, as Principal, for work on the North-South Tigard Interchange, Contract No. 9615.

SPROUL-EXCAVATING COMPANY, INC.

By
Title President

RECEIVED
OCT 15 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: United Pacific Insurance Company
825 N.E. Multnomah
Portland, OR 97232

RE: North-South Tigard Interchange
OSHD Contract No. 9615
Donald M. Drake Company/Sproul Excavating Company, Inc.
Bond No. U 493921

NOTICE IS HEREBY GIVEN that the undersigned, Sproul Excavating Company, Inc., has a claim for sewer and culvert pipe and other related materials furnished and installed by Sproul Excavating Company, Inc. in the sum of $202,832.40, plus interest at 9% per annum from September 24, 1984, until paid, and against the bond taken from United Pacific Insurance Company, as Surety, and Donald M. Drake Company, as Principal, for work on the North-South Tigard Interchange, Contract No. 9615.

SPROUL EXCAVATING COMPANY, INC.

By S/ Conrad Sproul
Title Pres

RECEIVED
OCT 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1983 N. Tigard - S. Tigard 9615
Interchange Sec. Pacific Hwy.
(gr, pav, st, sig, ill) #6

9615

October 30, 1984

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 S. W. Fifth Avenue
Portland, OR 97204-1268

CON 5
#9615

Attention: Arnold L. Gray

Gentlemen:

This is in connection with your letter of October 2 concerning the claim of J. R. Bucher against Donald M. Drake Company on Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This letter is to correct the total amount of the claim. It is $1,372.50 plus attorney fees, along with service charges.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:slp

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 Eighth Ave. So. C-3000
Federal Way, WA 98003

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 26, 1984

In Reply Refer to
File No.:

CON 5

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

Attn: Don Kane
Company EEO Officer

Gentlemen:

N. Tigard Intch.-S. Tigard Intch.
FAP No. I-5-5(73)293
Contract No. 9615
Show Cause Rescission

On August 28, 1984, you received a 30-day show cause notice from this office for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, discussed and submitted at the compliance conference held on September 5, 1984, has been reviewed and determined to be acceptable. Your implementation of your corrective action plan shows that you are now taking the required affirmative action and can be considered in compliance with Title 23 USC 140. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice of August 27, 1984, is hereby rescinded. You are further advised that if it is found that you have failed to comply with the provisions of your corrective action plan, formal sanction proceedings will be instituted immediately.

Very truly yours,

H. S. Coulter, P.E.
State Highway Engineer

bc: Dale E. Wilken, FHWA
W. E. Schwartz
Jack Sollis

10295M

NOTED
W. E. SCHWARTZ

C. O. Fredrickson
Jack Sollis

RECEIVED
STATE HWY ENGR
OCT 30 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

CL 84-221

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 23, 1984

K Lines, Inc.
P. O. Box 1549
Lake Oswego, OR 97034

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

FILED
OCT 26 1984
NORMA PAULUS
SECRETARY OF STATE

Attention: Rhonda Simpson
Rate/Collection Clerk

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated October 8, 1984, with attached invoices and an open item list, concerning the following Highway Division contract:

FILED BY:	K Lines, Inc.
AMOUNT:	$5,655
FOR:	Labor and Material
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Oregon Rock Products
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

SIGNED
W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

United Pacific Insurance Company
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

NOTED ON CARD
11-28-84 fgm

731-0186

9

t

October 23, 1984

K Lines, Inc.
P. O. Box 1549
Lake Oswego, OR 97034

CON 5
#9615

Attention: Rhonda Simpson
Rate/Collection Clerk

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated October 8, 1984, with attached invoices and an open item list, concerning the following Highway Division contract:

FILED BY:	K Lines, Inc.
AMOUNT:	$5,655
FOR:	Labor and Material
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Oregon Rock Products
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FKN:slp

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

United Pacific Insurance Company
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

NOTED ON CARD
[illegible] [illegible]

SERVING THE NORTHWEST
BULK TRANSPORTATION OF LIQUID & DRY COMMODITIES
Main Office
Lake Oswego, Oregon
P.O. Box 1549 - 97034
(503) 636-8161

K LINES, INC.

For Service Call:
Lake Oswego Office
(503) 636-8161
Oregon Toll Free
(800) 452-0373
Washington, California, Idaho, Montana, Nevada, Utah and Wyoming
Toll Free
(800) 547-1256

October 8, 1984

Notice of Claims
Bob Gormsman
Commission Services
Oregon Dept. of Transportation
Rm 135
Salem, Oregon 97310

Dear Mr. Gormsman,

I'm sending Notice of Claims on Oregon Rock Products
12020 SW Tonquin
Sherwood, Or 97140
Contract Number 9615 N/S Tigard Interchange O.S.H.D.
Amount owed $5,655.00

Enclosed are copies of all the invoices and an open item list stating invoices and amounts due.

Thank You,

Rhonda Simpson

Rhonda Simpson
Rate/Collection Clerk

Encls
cc: Steve Berrey
Oregon Rock Products

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

K LINES, INC.
AR500.2

OCT 8, 1984 14:52:43
PAGE 1

OPEN ITEM TRANSACTION LIST

CUSTOMER NAME / NUMBER	CODE	DATE	INV #	DUE DATE	REF #	AMOUNT	DESCRIPTION	AR BALANCE	DEPOSITS
OREGON ROCK PRODUCTS 379141	I	07/08/84	070196	07/05/84		234.00	444605	234.00	
OREGON ROCK PRODUCTS 379141	I	07/08/84	070198	07/05/84		286.00	444604	286.00	
OREGON ROCK PRODUCTS 379141	I	06/30/84	070201	07/05/84		351.00	000	351.00	
OREGON ROCK PRODUCTS 379141	I	07/14/84	070797	07/13/84		364.00	444690	364.00	
OREGON ROCK PRODUCTS 379141	I	07/14/84	070799	07/13/84		325.00	444694	325.00	
OREGON ROCK PRODUCTS 379141	I	07/14/84	070800	07/13/84		377.00	00	377.00	
OREGON ROCK PRODUCTS 379141	I	07/14/84	070802	07/13/84		338.00	444502	338.00	
OREGON ROCK PRODUCTS 379141	I	07/14/84	070803	07/13/84		299.00	444697	299.00	
OREGON ROCK PRODUCTS 379141	I	07/26/84	070804	07/16/84		403.00	444695+	403.00	
OREGON ROCK PRODUCTS 379141	I	07/14/84	070805	07/13/84		286.00	444696	286.00	
OREGON ROCK PRODUCTS 379141	I	07/14/84	070806	07/13/84		325.00	000	325.00	
OREGON ROCK PRODUCTS 379141	I	07/23/84	071459	07/23/84		104.00	1995	104.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071463	07/23/84		52.00	00	52.00	
OREGON ROCK PRODUCTS 379141	I	07/23/84	071465	07/23/84		91.00	1996	91.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071466	07/23/84		78.00	000	78.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071526	07/24/84		325.00	000	325.00	
OREGON ROCK PRODUCTS 379141	I	07/31/84	071527	07/29/84		208.00	000	208.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071528	07/24/84		182.00	00	182.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071529	07/24/84		221.00	000	221.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071531	07/24/84		338.00	00	338.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071534	07/24/84		117.00	00	117.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071535	07/24/84		247.00	00	247.00	
OREGON ROCK PRODUCTS 379141	I	07/24/84	071538	07/24/84		104.00	000	104.00	
							CUSTOMER TOTALS	5,655.00	0.00

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WA. GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law.

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71538	DATE 7-24-84	TRUCK # 32	TRAILER # 411	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME OR Rock	CITY AND STATE Sherwood OR		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME	CITY AND STATE		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregn Rock	CITY AND STATE		☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D76F03	RAY WARREN						
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0813		CTB Rock 444550			845					
2	925					1003	1025				
3											
4											
5							2 trips @	52.00			104.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 104.00

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ ____________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

Carrier K LINES, INC.

RECEIVED
OCT 10 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71535	DATE 7-24-84	TRUCK # 112-3	TRAILER # 408 AYB	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORegon Rock	CITY AND STATE Tualatin OR		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME CTB	CITY AND STATE Tigard OR		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS — 1	TARE — 0	NET 1 —	GALLONS	LOADS	
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 0820	TIME ARRIVED 0800	

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D76N01	CROghan	Tualatin	68th St.				
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0800	0820	CTB			0840	0845				
2	0915	0925				0945	1005				
3	1010	1045				1105	1250				
4											
5								4 3/4 hrs @		52.00	247.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 247.00

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ __________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law.

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71524	DATE 7-24-84	TRUCK # 198	TRAILER # 420	COMMODITY CODED # 252
SHIPPER CODE 379141	SHIPPER NAME Ore Rock	CITY AND STATE Sherwood		PREPAID ☒
CONSIGNER CODE 379141	CONSIGNEE NAME CTB	CITY AND STATE Tigard		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☒ DOUBLES

GROSS	TARE 0	NET	GALLONS	LOADS II
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 745	TIME ARRIVED 800

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D76001		Sherwood	Tigard				
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1			CTB						~~[illegible]~~		
2	830	840	~~[illegible]~~			900	915	44553	56240		
3	930	945	CTB			1000	1050	44564	61320		
4											
5											
6								2¼	hrs @	52.00	117.00
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 117.00

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ ____________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

W NGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71531	DATE 7 24 84	TRUCK # 1124	TRAILER # 426	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ore Rock	CITY AND STATE Sherwood ore		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME ore Rock Prod	CITY AND STATE Sherwood ore		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 730	TIME ARRIVED 730

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D75K0L	Boyed	Sherwood	Tigard				
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	730	745	Rock				1300	444546	70780		
2	830	845						444555	63440		
3	945	1000						444567	49200		
4		1200									
5											
6								6 1/2 hrs @ 52.00			338.00
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 338.00

Shipper ____________________
Per ____________________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ____________________ $ ____________

Consignee ____________________
Per ____________________
Received the above freight in apparent good order
Date ____________________

RECEIVED
OCT 10 1984
Carrier
K LINES, INC.
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on it's own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere-for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law.

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

RO # 71529	DATE 7-24-84	TRUCK # 199	TRAILER # 410	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ~~OIB~~ Ore Rock	CITY AND STATE ~~Portland, Ore.~~ Sherwood Ore		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME Special Excavating ~~Oregon Rock~~	CITY AND STATE Tigard Portland, Ore.		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D8AK11	R.WAKEFIELD	Portland					
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	746	748	CTB			815	825	444547	58180		
2	852	856				935	940	444556	48120		
3	1020	1023				1145	1200	444569	50740		
4											
5											
6							4 1/4 hrs @ 52.00				221.00
7											
8											
9											

BLOWER ☐ BTM DUMP ☑ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 221.00

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ ____________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71528	DATE 7-24-84	TRUCK # 36	TRAILER # 412AHB	COMMODITY CODED # 252
SHIPPER CODE 379141	SHIPPER NAME Oregon Rock	CITY AND STATE Sherwood Ore		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME [illegible] Excavating	CITY AND STATE Tigard Ore		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE Sherwood Ore		☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE 1	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D77F01	John D [illegible]	Sherwood	Tigard				
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0705	0730	CTB			755	805	444544	52,740		
2	825	845				905	920	444554	52,060		
3	940	950				1110	1125	444566	54,100		
4											
5			0705-1145					3 1/2 hrs @	52.00		182.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 182.00

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

RECEIVED
OCT 10 1984
K LINES, INC.

COMMISSION
DEPARTMENT OF
SERVICES

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800 452 0373

WA IGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547 1256

The property described below, in apparent good order which said Transportation Company (the word "Company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route, otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71527	DATE 7-24-84	TRUCK # 29	TRAILER # 427 A+B	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORE. ROCK PRODS	CITY AND STATE SHERWOOD, ORE.		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME SPROUL EXCAVATING	CITY AND STATE TIGARD, ORE		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☒ DOUBLES

GROSS — /	TARE — 0	NET / —	GALLONS —	LOADS 3
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 0710	TIME ARRIVED 0715 TO LOAD

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D75F03	JIM RUSSELL	SHERWOOD	TIGARD				
2		Morris						
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0715	0745	CTB	—	—	0805	0840		70800		
2	0900	0915	"	—	—	0935	1000		50040		
3	1020	1045	"	—	—	1105	1300		54900		
4											
5											
6											
7								[illegible]	5200		208.00
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 208.00

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ __________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

RECEIVED
OCT 10 1984
Carrier K LINES, INC.
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBI'JED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND OREGON
503/636-8161

OREGON TOLL FREE
800 452 0373

WA: GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. "Contract" or "Anywhere for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71526	DATE 7-20-84	TRUCK # 33	TRAILER # 4098 B	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORE ROCK	CITY AND STATE SHERWOOD		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME CTB	CITY AND STATE TIGARD		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS 1
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 0630	TIME ARRIVED 0800

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	DT7401	M. STROUP		TIGARD				
2								
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0630		ROCK				5				
2			11				1245				
3			87640					6½ hrs @ $50.00			325.00
4			84840								
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 325.00

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ ____________________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

Carrier K LINES, INC.

RECEIVED
OCT 10 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word [illegible] being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery [illegible] to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions [illegible] of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere-for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71466	DATE 7-23-84	TRUCK # 107	TRAILER 407 A/B	COMMODITY CODED # 252
SHIPPER CODE 379141	SHIPPER NAME [illegible] Rock Co	CITY AND STATE Jim Tukin		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME [illegible], ORS	CITY AND STATE 87th Division		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE Portland ORS		☐ TRIPLES ☐ DOUBLES

GROSS 54280	TARE 34460	NET [illegible]	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CHGE	%	TIME REQUESTED SAT	TIME ARRIVED SAT

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D84G04	Dave [illegible]	[illegible] OR	87th Division				
2				PTLD ORS				
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	1330	1355	3/4 Rock.			1410	1500				
2											
3								1 1/2	hrs Waiting		78.00
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 78.00

Shipper ______________________

Per ______________________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ______________ $ __________

Consignee ______________________

Per ______________________
Received the above freight in apparent good order
Date ______________________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503 '636 8161

OREGON TOLL FREE
800-452-0373

W. ,NGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71465	DATE 7/23/84	TRUCK # 33	TRAILER # 4091 1B	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME Ore Rock Prod	CITY AND STATE Sherwood Ore		PREPAID ☒
CONSIGNER CODE 379141	CONSIGNEE NAME Jim Turint Sons	CITY AND STATE 27th + Division		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Ore RK Prod	CITY AND STATE Sherwood Or.		☐ TRIPLES ☒ DOUBLES

GROSS 78,580	TARE 29,320	NET 49,260	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED SAP	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D83MC3	Philip Agne	Or RK Pr Sherwood	27 Division Portland				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	1345	1400	3/4-0				1530	1996	49,260		
2			Crushed Rock								
3											
4											
5									13/4 hrs	[illegible]	91.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 91.00

Shipper ____________

Per ____________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________ $ ____________

Consignee ____________

Per ____________
Received the above freight in apparent good order

Date ____________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADI[illegible] FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WA GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800 547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71463	DATE 7-23-84	TRUCK # 29	TRAILER # 427 AB	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORE ROCK	CITY AND STATE TUALITIN ORE		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME JIM TURIN	CITY AND STATE SANDY ORE		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED ASAP	TIME ARRIVED 1315

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D84K01	ERIC OLSEN	TUALITIN	PORTLAND				
2			Hourly					
3								
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	1345		3/4-0			1445					
2								1 hrs @ 53.00			53.00
3											
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 53.00

Shipper ______

Per ______

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______ $ ______

Consignee ______

Per ______

Received the above freight in apparent good order

Date ______

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WA GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 71459	DATE 7-23-84	TRUCK # 198	TRAILER # 420B.	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORE. Rock	CITY AND STATE SHERWOOD ORE.		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME JIM TURIN	CITY AND STATE PORTLAND ORE. 87th & Division		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 74880	TARE 29100	NET 45780	GALLONS None	LOADS One.
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED ASAP	TIME ARRIVED 1145

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D83N16	MARK D Dodd	SHERWOOD OR	PORTLAND OR				
2				87th & DIVISION				
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	1145	1200	3/4 - Rock	–	–	1315	1345	1995	45780		
2											
3								2hrs @	52.00		104.00
4											
5											
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 104.00

Shipper ______

Per ______
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ______ $ ______

Consignee ______

Per ______
Received the above freight in apparent good order
Date ______

Carrier K LINES, INC.

RECEIVED
OCT 10 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND OREGON
503/636 8161

OREGON TOLL FREE
800-452-0373

WA IGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 070866	DATE 7-13-84	TRUCK # 29-	TRAILER # 422 A+B	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME Oregon Rock	CITY AND STATE		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME Oregon Rock	CITY AND STATE Wilsonville, Ore.		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D83511	R. Frang						
2								
3		Housley						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO	NET WEIGHT	RATE	CHARGE
1	7:30	1	Trip 444298- →	Gross			1:45P				
2				87160			—		59760		
3		1	" 444512	99920					72570		
4		1	" 444523	92,840					65440		
5											
6									6¼ hrs	@ 52.00	325.00
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

325.00

Shipper ______________________

Per ______________________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ __________

Consignee ______________________

Per ______________________
Received the above freight in apparent good order

Date ______________________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 70805	DATE 7-13-84	TRUCK # 198	TRAILER # 420 A/B	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME Oregon Rock	CITY AND STATE SHERWOOD ORE		PREPAID ☒
CONSIGNER CODE 379141	CONSIGNEE NAME SPROUL EXC	CITY AND STATE TIGARD, ORE.		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D84J01	CRAWFORD	SHERWOOD	TIGARD				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	7^{30}	8^{00}	Rock			8^{35}	8^{45}	444696	60660		
2	9^{40}	9^{50}	Rock			10^{15}	10^{30}	444511	72660		
3	10^{40}	12^{30}	Rock			12^{55}	13^{05}	444522	60420		
4											
5								5½ hrs	@ 52.00		286.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES $ 286.00

Shipper ______________________

Per ______________________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ______________________ $ __________

Consignee ______________________

Per ______________________
Received the above freight in apparent good order

Date ______________________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING. TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 020804	DATE 10 7-13-84	TRUCK # 107	TRAILER # 408	COMMODITY CODED # 25G
SHIPPER CODE 379141	SHIPPER NAME ore-rock Prod	CITY AND STATE Sherwood ~~Wilsonville~~, oreg		PREPAID ☒
CONSIGNER CODE 379141	CONSIGNEE NAME SProuL Exc	CITY AND STATE tigard oreg		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock Products	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	09361	Curtis Gillock	Sherwood	tigard				
2								
3		(hourly)						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0845		Rock - Grass	70,780				444695	40360		
2	1030		"	95660				444510	64640		
3	1330		"	59060			1430	444524	59060		
4											
5							7¾ @ 52.00				403.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 403.00

Shipper ____________________

Per ____________________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ____________________ $ ________

Consignee ____________________

Per ____________________
Received the above freight in apparent good order
Date ________ Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agree to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for-hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 070803	DATE 7-13-84	TRUCK # 199	TRAILER # 410	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORE Rock	CITY AND STATE SHERWOOD		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME Sprull Exc	CITY AND STATE TIGARD, ORE		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock	CITY AND STATE		☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D80K01	Vince Lyon	SHERWOOD	TIGARD				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0730	0800	Rock			0900	0915	444697	45880		
2	1000	1015	Rock			1035	1045	444513	65760		
3	1230	1245	Rock			1305	1315	444525	45540		
4											
5									5 3/4 hrs	52.00	299.00
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 299.00

Shipper ______

Per ______
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ______ $ ______

Consignee ______

Per ______
Received the above freight in apparent good order
Date ______

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452 0373

WA GTON, CALIFORNIA, IDAHO,
MON NA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 70802	DATE 7-13-84	TRUCK # 30	TRAILER # 418 B	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORE. ROCK	CITY AND STATE SHERWOOD OR. (TONQUIN Rd.)		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME SPROUL	CITY AND STATE TIGARD OR. (FRANKLIN ST.)		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME ORE. ROCK	CITY AND STATE SHERWOOD OR.		☐ TRIPLES ☐ DOUBLES

GROSS 94220 1	TARE 29320 0	NET ~~64900~~ #1 1 #2 65080 #3 64140	GALLONS —	LOADS #1 #2 #3 total
LINE HAUL REVENUE	HANDLING CODE	TIME REQUESTED 0700		TIME ARRIVED 0705

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D83N16	MARK D. Dodd	SHERWOOD OR.	TIGARD OR.				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0705	0815	CTB	—	—	0920	0925	0444502	64900		
2	1005	1200	CTB	—	—	1230	1235	0444518	65080		
3	1300	1310	CTB	—	—	1335	1350	0444530	64140		
4											
5											
6								6 1/2 hrs	@ 52.00		338.00
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 338.00

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________________ $ __________

Consignee ______________________

Per ______________________

Received the above freight in apparent good order

Date ______________________

Carrier K INES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636 8161

OREGON TOLL FREE
800-452-0373

WA. [illegible]NGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 70800	DATE 7 13 84	TRUCK # 33	TRAILER # 409	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME Ore Rock Prod	CITY AND STATE Sherwood Ore		PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME [illegible]	CITY AND STATE Tigard Ore		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME OregonRock	CITY AND STATE		☐ TRIPLES ☐ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE 3	HANDLING CODE	%	TIME REQUESTED 700	TIME ARRIVED 709

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D75Kol	Boyd	Sherwood	Tigard				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	715	730	Rock								
2	830	900						7¼ hrs @		52.00	377.00
3	950	1000									
4	1240	1255									
5	145	230									
6											
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 377.00

Shipper ____________________

Per ____________________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ____________________ $ __________

Consignee ____________________

Per ____________________
Received the above freight in apparent good order

Date ____________________

K LINES, INC.

ORIGINAL

RECEIVED
OCT 10 198[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636 8161

OREGON TOLL FREE
800-452-0373

WA GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

he property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) grees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transortation services here under are subject to all printed terms and conditions not prohibited by law of the Transportation Company's Uniform Bill of Lading. "Contract" or "Anywhere for hire" services ill be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

RO # 70799	DATE July 13 1984	TRUCK # 32	TRAILER # 411	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME ORe Rock	CITY AND STATE Sherwood ORe		PREPAID ☒
CONSIGNER CODE 379141	CONSIGNEE NAME ~~[illegible]~~ Drake	CITY AND STATE Tagano ORe		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME OregonRock	CITY AND STATE		☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 0700	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D77FC5	Norbury	ORe Rock	S.W. 68th Tagano				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0715	0750	CTB			0815	0820	444694			
2	0835	0915				0935	0945	444506			
3	10:00	12:00				12:25	12:35	444517			
4	12:50	13:00				13:25	13:35	444529			
5											
6								6 1/4 hrs	@	52.00	325.00
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 325.00

Shipper __________
Per __________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per __________ $ __________

ORIGINAL

Consignee __________
Per __________
Received the above freight in apparent good order
Date __________
Carrier
K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

The property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to another carrier on the route to said destination. It is mutually agreed that the transportation services here under are subject to all printed terms and conditions not prohibited by law of the Transportation Company's Uniform Bill of Lading "Contract" or "Anywhere for hire" services will be subject to the terms and conditions of the contract, service order or other agreement executed or agreed to between parties hereto when not in contravention of any existing law

NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 70797	DATE 7-13-84	TRUCK # 36	TRAILER # 412A4B.	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME Oregon Rock		CITY AND STATE Sherwood Ore	PREPAID ☒
CONSIGNEE CODE 379141	CONSIGNEE NAME Sproul Excavating		CITY AND STATE Tigard Ore	COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock		CITY AND STATE Sherwood Ore	☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS 0700
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D77F01	John Dodson	Sherwood	Tigard Ore				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0700	0725	CTB			0750	0755	444690	48340		
2	0815	0840				0855	900	444700	55,860		
3	925	940				1000	1005	444508	59,920		
4	1025	1215				1240	1250	444520	60,600		
5	1310	13.25				1350	1405.	444531	58080		
6											
7			0700- 1430					7hrs	@ 52.00		364.00
8											
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 364.00

Shipper ______

Per ______

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______ $ ______

Consignee ______

Per ______

Received the above freight in apparent good order

Date ______

K LINES, INC.

RECEIVED
OCT 10 1984
COMMISSION SERVICES

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING ~~AND FREIGHT~~ BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WA GTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 70201	DATE 7-5-84	TRUCK # 35	TRAILER # 408, 413
SHIPPER CODE 379141	SHIPPER NAME ORE ROCK PRODS	CITY AND STATE SHERWOOD OR	
CONSIGNEE CODE 379141	CONSIGNEE NAME SPRELL EXCH SITE	CITY AND STATE TIGARD, OR	
BILL TO CODE 379141	BILL TO NAME Oregon Rock Products	CITY AND STATE	

COMMODITY CODED # 202
PREPAID ☒
COLLECT ☐
☐ TRIPLES
☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS —	LOADS 4
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 0730	TIME ARRIVED 0700

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D 79 FC3	JIM RESSLER	SHERWOOD	TIGARD				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0745		C-TB	-	—				56640		
2	0845		"						68020		
3	0945		"						68700		
4	1010	~~[illegible]~~	"				1430		65820		
5											
6								10¾ hrs	@ 32.00		351.00
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 351.00

Shipper ____________
Per ____________
Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding
Per ____________ $ ____________

Consignee ____________
Per ____________
Received the above freight in apparent good order
Date ____________

RECEIVED
OCT 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

K LINES, INC.

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING AND FREIGHT BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 70198	DATE 7-5-84	TRUCK # 36	TRAILER # 412AHB	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME Oregon Rock prod	CITY AND STATE Sherwood ore		PREPAID ☒
CONSIGNER CODE 379141	CONSIGNEE NAME Sproul Excavating	CITY AND STATE Tigard Ore		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Oregon Rock prod	CITY AND STATE Sherwood ore.		☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET 1	GALLONS	LOADS
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED	TIME ARRIVED

	DRIVER NUMBER	DRIVER NAME	LOCATION LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	DTTF01	John Dobson	Sherwood ~~Tigard~~	Tigard				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0700	735	CTB			0800	0810	444604	50820		
2	0830	0845	〃			910	915	444608	63240		
3	935	945	〃			1007	1010	444612	64800		
4	1030	1040	〃			1120	1125	444616	68240		
5	1125	1200	〃			1220	1225	444620	24940		
6											
7							5 1/2 hrs @		52.00		~~297.00~~
8											286.00
9											

BLOWER ☐ BTM DUMP ☐ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $

TOTAL CHARGES 286.00 ~~297.00~~

Shipper ____________________

Per ____________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ____________________ $ ____________

Consignee ____________________

Per ____________________

Received the above freight in apparent good order

Date ____________________

Carrier K LINES, INC.

RECEIVED
OCT 10 1984
SERVICES

ORIGINAL

COMBINED UNIFORM STRAIGHT BILL OF LADING ~~AND FREIGHT~~ BILL ORIGINAL - NOT NEGOTIABLE

K LINES, INC.

P.O. BOX 1549
LAKE OSWEGO, OREGON 97034

PORTLAND, OREGON
503/636-8161

OREGON TOLL FREE
800-452-0373

WASHINGTON, CALIFORNIA, IDAHO,
MONTANA, NEVADA, UTAH,
WYOMING, TOLL FREE
800-547-1256

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NOTE: DRIVERS COMPLETE ALL SHADED AREAS

PRO # 70146	DATE July 5 1984	TRUCK # 107	TRAILER # 413 A+B	COMMODITY CODED # 256
SHIPPER CODE 379141	SHIPPER NAME Ore Rock Products	CITY AND STATE Sherwood Ore		PREPAID ☒
CONSIGNER CODE 379141	CONSIGNEE NAME Donald M. Drake Co	CITY AND STATE Tigard Ore		COLLECT ☐
BILL TO CODE 379141	BILL TO NAME Ore. Rock Products	CITY AND STATE		☐ TRIPLES ☒ DOUBLES

GROSS 1	TARE 0	NET . 1	GALLONS ———	LOADS 4
LINE HAUL REVENUE	HANDLING CODE	%	TIME REQUESTED 0700	TIME ARRIVED 0700

	DRIVER NUMBER	DRIVER NAME	LOCATION OF LOAD SITE	LOCATION OF UNLOAD SITE	RATE CODE	TARIFF MILES	%	AMOUNT
1	D77F05	Norbury	Ore Rock	SW 62 Tigard Ore				
2								
3		Hourly						
4								

	TIME ST LOAD	TIME FINISH	COMMODITY	TEMP	INCHES	TIME ST UNLOAD	TIME FINISHING	SHIPPERS NO.	NET WEIGHT	RATE	CHARGE
1	0730	0745	CTB	N	A	0835	0815	444605			
2	0835	0855	"			0920	0930	444609			
3	0940	10:05	"			10:25	10:30	444617			
4	10:50	11:20	"			11:45	11:55	444617			
5	12 10	14-30	← Canx								234.00
6								4½ hrs @ 52.00			~~[illegible]~~
7											
8											
9											

BLOWER ☐ BTM DUMP ☒ SLEEPER ☐ COLLECT BEFORE UNLOADING ☐ C.O.D. AMOUNT $ 234.00

TOTAL CHARGES ~~[illegible]~~

Shipper ______________________

Per ______________________

Agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per ______________ $ __________

Consignee X

Per ______________________

Received the above freight in apparent good order

Date ______________________

ORIGINAL

RECEIVED
Carrier K LINES, INC.
OCT 10 1984
COMMISSION ... SERVICE
DEPARTMENT ... TRANSPORTATION

CL 84-222

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 26 1984
NORMA PAULUS
SECRETARY OF STATE

October 23, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9615

David Gene Low
Attorney at Law
18445 E. Burnside
Portland, OR 97223

Dear Mr. Low:

This will acknowledge the claim dated September 24, 1984, on behalf of Joe Lowe concerning the following Highway Division contract:

FILED BY:	Joe Lowe
AMOUNT:	$1,363
FOR:	Labor and recording fees
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Sproul Excavating Contractor
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-28-84 kjm

RECEIVED
OCT 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Company
United Pacific Insurance Co.

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Rec'd from

David Gene Low — attorney at Law
18445 E. Burnside
Portland, Oregon 97223
(503) 666-6000

STATE OF OREGON, County of Multnomah

I, David Gene Low*, being first duly sworn, depose and say: that I am the* attorney for the *claimant named in the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.*

David Gene Low

Subscribed and sworn to before me this 20th *day of* September*, 19*84

Karen G. Larson

(SEAL) *Notary Public for Oregon. My commission expires* 9/19/86

ORS 87.005. "'Original contractor' means a contractor who has a contractural relationship with the owner"; a subcontractor does not.

The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement, or some part thereof, is situated."

NOTICE TO THE OWNER of the land described in the foregoing copy of claim of lien:

Please be advised that the original claim of lien of which the foregoing is a true copy was filed and recorded in the office of the recording officer of Washington *County, Oregon, on* Sept 24*, 19*84

Joe Lowe
Claimant

By David Gene Low
Attorney for Claimant

ORS 87.039 provides:
"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

CLAIM OF
CONSTRUCTION LIEN
OTHER THAN ORIGINAL CONTRACTOR
(Form No. 1162)

Joe Lowe
Lien Claimant

State of Oregon
Donald M Drake Co.
Owner

AFTER RECORDING RETURN TO
David Gebe Low
18445 E Burnside
Portland OR 97233
666-6000

SPACE RESERVED
FOR
RECORDER'S USE

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON,
County of .... } ss.

I certify that the within instrument was received for record on the .... day of ...., 19......, at .... o'clock ......M., and recorded in book/reel/volume No. .... on page .... or as file/instrument/microfilm/reception No. ...., of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

NAME TITLE
By .... *Deputy*

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

Recd from

→ **David Gene [illegible]ow**
18445 E. Burnside – attorney at Law
Portland, Oregon 97223
(503) 666-6000

STATE OF OREGON, County of Multnomah

I, David Gene Low *, being first duly sworn, depose and say: that I am the* attorney for the *claimant named in the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.*

David Gene Low

Subscribed and sworn to before me this 20th *day of* September *, 19*84

Karen G. Larson

(SEAL) *Notary Public for Oregon. My commission expires* 9/19/86

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Please be advised that the original claim of lien of which the foregoing is a true copy was filed and recorded in the office of the recording officer of Washington *County, Oregon, on* Sept 24 *, 19*84

Joe Lowe
Claimant

By David Gene Low
Attorney for Claimant

ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

CLAIM OF CONSTRUCTION LIEN
OTHER THAN ORIGINAL CONTRACTOR
(Form No. 1162)

Joe Lowe
Lien Claimant

State of Oregon
Donald M Drake Co.
Owner

AFTER RECORDING RETURN TO
David Gebe Low
18445 E Burnside
Portland OR 97233
666-6000

[illegible]

SPACE RESERVED FOR RECORDER'S USE

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON,
County of .... } ss.

I certify that the within instrument was received for record on the ...... *day of* ...., *19*......, *at* .... *o'clock* ....*M., and recorded in book/reel/volume No.*.......... *on page* .... *or as file/instrument/microfilm/reception No.*.........., *of the Construction Lien Book of said County.*

Witness my hand and seal of County affixed.

NAME TITLE

By .... *Deputy*

FORM No. 1162—CONSTRUCTION LIEN— Any Contractor Except an Original Contractor. STEVENS-NESS LAW PUB. CO., PORTLAND, OR. 97204

OC If claimant is an original contractor, use S-N Form No. 1161.

KNOW ALL MEN BY THESE PRESENTS: *The undersigned, hereinafter called the claimant, has performed labor, transported or furnished materials and/or rented equipment under a contract between claimant and* SPROUL EXCAVATING CONTRACTOR *who was the* ☐ *original contractor,* ☒ *subcontractor,* ☐ *construction agent or* ☐ *other person (indicate which) having charge of the construction of that certain improvement known as* Pacific Highway *situated upon certain land in the County of* ...., *State of Oregon, which is the site of said improvement, described as follows:*

North Tigard Interchange - South Tigard Interchange of
Pacific Highway

The address of said improvement, if known (if unknown, so state) is SW 68th Pacific Highway .... *in the City of* ...., *in said county and state.*

The name of the owner or reputed owner of said land is State of Oregon and Donald M Drake Contractor, *who at all times herein mentioned had knowledge of the construction of said improvement.*

The name of the person by whom claimant was employed or to whom he furnished said materials and for whom he performed said labor and/or rented equipment is Sproul Excavating Contractor

Claimant commenced his performance of said contract on July 25, *19*84, *and completed same on* July 31, *19*84, *after which he ceased to provide labor, transport or furnish materials and/or rent equipment.*

A Notice of Right to Lien in the form required by ORS 87.023 was delivered in person or delivered by registered or certified mail, to said owner on ...., *19*......, *and this lien covers only those materials and that labor provided after a date which is 10 days before said Notice of Right to Lien was delivered or mailed (if construction was commenced after January 1, 1982 and before October 15, 1983) OR 8 days not including Saturdays, Sundays and other Holidays as defined in ORS 187.010 before said Notice of Right to Lien was delivered or mailed (if construction was commenced after October 14, 1983).*

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

The reasonable value of claimant's labor, materials and equipment is:

Labor	$ 1 ,350.00
Materials	$
Equipment	$
	$
Recording fees	$ 18.00
Total	$ 1,368.00
Less all just credits and offsets	$
Balance due claimant	$ 1,368.00

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with the land that may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated September 20, *19*84

Joe Lowe
10137 SE Ankeny
Portland Oregon 97216

Claimant

— OVER —

NOTE: THIS FORM IS TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

OMI

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

CL 84-220

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 26 1984
NORMA PAULUS
SECRETARY OF STATE

October 23, 1984

IN REPLY REFER TO
FILE NO.:

CON 3
#9615

Garrett, Seideman, Hemann,
Robertson & De Muniz, P. C.
Attorneys at Law
P. O. Box 749
Salem, OR 97308

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated October 10, 1984, from Stark Trucking, Inc., concerning the following Highway Division contract:

FILED BY:	Stark Trucking, Inc.
AMOUNT:	$7,295.25
FOR:	Labor
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Sproul Excavating Co., Inc.
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
OCT 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: United Pacific Insurance Company
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

NOTED ON CARD
11-28-84 kjm

731-0188

Rec'd from

GARRETT, SEIDEMAN, EMANN, ROBERTSON & DE MUNIZ, P.
ATTORNEYS AT LAW
~~210 WILLAMETTE PROFESSIONAL CENTER~~
~~1011 COMMERCIAL STREET N.E.~~, P.O. BOX 749
SALEM, OREGON 97308

CERTIFIED
P 662 430 031
MAIL

NOTICE OF CLAIM

TO: OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION
121 Transportation Building
Salem, OR 97310
ATTN: Robert Gormsen

NOTICE is hereby given that the undersigned, STARK TRUCKING, INC., by and through its President, DUANE STARK, has a claim for labor provided to SPROUL EXCAVATING CO., INC., a sub-contractor under D.M. DRAKE CONSTRUCTION CO., a subsidiary of DONALD M. DRAKE CO., the general contractor of Oregon State Highway Department Contract No. 9615, more commonly known as the North-South Tigard Interchange Project, for the hauling of rock and gravel at the job site and to and from the job site, in the sum of $7,295.25, against the bond taken from D.M. DRAKE CONSTRUCTION CO. and DONALD M. DRAKE CO., as principal, and UNITED PACIFIC INSURANCE CO., a Washington corporation, as surety of the work of constructing the North-South Tigard Interchange Project, pursuant to OSHD Contract No. 9615.

DATED this 10th day of October, 1984.

RECEIVED
OCT 12 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STARK TRUCKING, INC.

By: Duane Stark
Duane Stark

STATE OF OREGON)
) ss.
County of Marion)

On this ______ day of October, 1984, personally appeared before me the within-named DUANE STARK, who being first duly sworn, did say that he is the President of STARK TRUCKING, INC., the within-named corporation, and acknowledge said instrument to be the voluntary act and deed of said corporation by authorization of its Board of Directors.

Before me:

Linda L. Winger
NOTARY PUBLIC FOR OREGON
My Commission Expires: 6-21-87

(SEAL)

CL 84-0207

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 19, 1984

Casteel & Carson
Attorneys at Law
4111 N. E. Tillamook Street
Portland, OR 97212

IN REPLY REFER TO FILE NO.:
CON 5
#9615

Gentlemen:

This will acknowledge the Notice of Claimdated September 19, 1984, from Albina Fuel Company concerning the following Highway Division contract:

FILED BY: Albina Fuel Company

AMOUNT: $15,096.78

FOR: Material

AGAINST (Prime contractor) Donald M. Drake Company

SUBCONTRACTOR: Medoff and Eltzroth

CONTRACTOR NO.: 9615

PROJECT: North Tigard Interchange-South Tigard Interchange Section of the Pacific Highway, Multnomah, Washington and Clackamas Counties

SURETY: United Pacific Insurance Co.

AGENT: Corroon and Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We note the claim is addressed to the Secretary of State.

Please advise this office when your client's claim has been paid.

NOTED ON CARD
11-29-84

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State: Claim filed directly to your office by attorney.

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

731-0188

CASTEEL & CARSON, P.C.
FORMERLY STIRLING & CASTEEL
ATTORNEYS AT LAW
4111 N. E. TILLAMOOK STREET
PORTLAND, OREGON 97212

TELEPHONE (503) 288-9291

JAMES L. CASTEEL
BRETT S. CARSON

J. P. STIRLING
(1911-1981)

CERTIFIED MAIL

September 24, 1984

Secretary of State
State of Oregon
Salem, OR 97310

H.S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Gentlemen:

As attorneys for Albina Fuel Company we are hereby providing you with Notice of Claim against the bond relating to the North Tigard and South Tigard Interchange Project.

You are being provided with this notice under the provisions of ORS 279.528.

Sincerely,

James L. Casteel

JLC:jr

Enclosure

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
SEP 27 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Slem	Act	File
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WES
7/1/[illegible]

CE E CAE J
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RECEIVED
OCT 0 2 1984
CONSTRUCTION SECTION
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SA CC
FE
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QCS
FILE

NOTICE OF CLAIM

TO: SECRETARY OF STATE
State of Oregon
Salem, OR 97310

H.S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Attn: Clerk or Auditor

NOTICE IS HEREBY GIVEN that the undersigned, Albina Fuel Company has a claim for the sales price of diesel fuel, gasoline and oil supplied and sold to Kermit G. Medoff and Hal E. Eltzroth, doing business under the assumed business name of Medoff and Eltzroth, in the amount of $15,096.78. This diesel fuel, gasoline and oil was used by the recipient for the prosecution of work as a subcontractor in the project known as North Tigard and South Tigard Interchange Project, which we believe is Oregon State Highway Contract No. 9615, prime contractor, Drake Construction Company. This claim is against the principal and surety of that bond, we believe to be described as United Pacific Insurance Company, bond no. 493921, taken for the project described as North Tigard and South Tigard Interchange Project.

DATED this 19th day of September, 1984.

ALBINA FUEL COMPANY
BY N L Arntson
NEAL ARNTSON, President

cc: Fred Miller, Director
State of Oregon, Department of Transportation
140 Transportation Building
Salem, OR 97310

Bob Shotwell
North Tigard & South Tigard Interchange Project Manager
4755 S.W. Watson
Beaverton, OR 97005

Donald M. Drake Company
c/o David R. Trachtenberg, Attorney
610 S.W. Alder Street, Suite 800
Portland, OR 97205

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Medoff and Eltzroth
6241 N.W. Cornell Road
Portland, OR 97210

United Pacific Insurance Company
825 N.E. Multnomah
Portland, OR 97232

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9615 +

October 18, 1984

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 SW Fifth Avenue
Portland, OR 97204-1268

COM 5
#9615

Attention: Arnold L. Gray

Gentlemen or Ladies:

Thank you for your letter of October 2, 1984, concerning the claim of J. R. Bucher against Donald M. Drake Company on Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway.

This letter indicated that the total amount of the claim should be $1,372.50, including service charges and attorney fees.

We will notify the contractor, surety and the Secretary of State of this correction to your client's claim.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

NOTED ON CARD
10-18-84 kjm

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State: Please note the addition of attorney fees to the claim #CL 84-183 filed 10-2-84.

10/22/84 atty called &
said atty fees should be not including -
[illegible] claim amt

STOEL, RIVES, BOLEY, FRASER & WYSE
ATTORNEYS AT LAW

WASHINGTON COUNTY OFFICE
ONE LINCOLN CENTER, SUITE 400
10300 S W GREENBURG ROAD
TIGARD, OREGON 97223-5407
(503) 220-1441

900 S W FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

TELEPHONE (503) 224-3380
TELECOPIER (503) 220-2480
CABLE LAWPORT
TELEX 703455

DISTRICT OF COLUMBIA OFFICE
1730 M STREET, N.W., SUITE 900
WASHINGTON, D.C. 20036-4505
(202) 955-4555

October 2, 1984

Mr. Robert Gormsen
Manager of Commissioned Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Re: Claim by James R. Bucher, dba
J. R. Bucher Trucking
Your File: CON 5, Oregon DOT
Contract No. 9615

Thank you for your September 21, 1984 acknowledgment of J. R. Bucher's claim against the bond of Donald M. Drake Company. In our September 19, 1984 Notice of Claim, we inadvertently omitted to mention Mr. Bucher's right to attorney fees under his written contract. Accordingly, reasonable attorney fees should be included, along with service charges, in addition to his principal claim of $1,372.50.

Yours truly,

Arnold L Gray

Arnold L. Gray
Of Attorneys for J. R. Bucher

cc: Mr. J. R. Bucher
Norma Paulus, Secretary of State
D. M. Drake Company
Sproul Excavating Company, Inc.
Robert T. Bailey, Registered Agent
United Pacific Insurance Co.

RECEIVED
OCT 3 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cc. 84-213

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 18, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

Joe Lowe
1037 S. E. Ankeny
Portland, OR 97216

Dear Mr. Lowe:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Joe Lowe
AMOUNT:	$1,350.00
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84
tgm

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

RECEIVED
OCT 24 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

29 Sept 1984

Dear Mr. Gormsen

We the under-signed individuals, and companies wish to file a claim against Donald M. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1984. This work was done for a sub-contractor of Drakes on Contract #9515 N./S. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due	
Gail Woodworth Trucking 2457 S.E. Willow Dr. Hillsboro, Or. 97123	Gail O. Woodworth owner	$3424.25	
Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00	
Loyd Womack 13820 S.W. Electric sp. 17 Beaverton, Or. 97005	Loyd E. Womack	$523.00	
Joe Lowe 1037 S.E. Ankeny Portland, Or. 97216	Joe Lowe.	$1350.00	
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouver, Wa. 98661	Ed Galang	$903.00	
~~Jim Snyder~~ ~~7414 [illegible], Or.~~ 97203		~~$[illegible].00~~	
Rays Trucking PO. Box 381 Clackmas, Or. 97015	Jeffry A. Celorie partner	$1052.00	256 382
Celorie Bros. Inc PO. Box 1113 Clackmas, Or. 97015	Jeffry A. Celorie Secretary	$2266.25	
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97305	Duane Stark Pres.	$7295.25	

Dear Mr. Gormsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us. If not please let me know.

Sincerely
Gail O Woodworth

RECEIVED
OCT 4 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

CC 84-214

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9615

October 18, 1984

Ed Galang Enterprises
4904 N. E. 48th Avenue
Vancouver, WA 98661

Gentlemen:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Ed Galang Enterprises
AMOUNT:	$903.00
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84 kjm

RECEIVED
OCT 24 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

731-0188

29 Sept 1984

Dear Mr. Gormsen

We the under-signed individuals, and companies wish to file a claim against Donald M. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1984. This work was done for a sub-contractor of Drakes on Contract #9515 N./S. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due	
Gail Woodworth Trucking 2457 S.E. Willow Dr. Hillsboro, Or. 97123	Gail O. Woodworth owner	$3424.25	
Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00	
Loyd Womack 13820 S.W. Electric sp. 15 Beaverton, Or. 97005	Loyd A. Womack	$528.00	
Joe Lowe 1037 S.E. Ankeny Portland, Or. 97216	Joe Lowe.	$1350.00	
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouver, Wa. 98661	Ed Galang	$903.00	
~~Jim Snyder~~ ~~7411 [illegible], Or. 97203~~		~~[illegible].00~~	
Rays Trucking PO. Box 381 Clackmas, Or. 97015	Jeffry A. Celorie partner	$1032.00	256 382
Celorie Bros. Inc PO. Box 1113 Clackmas, Or. 97015	Jeffry A. Celorie Secretary	$2266.25	
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97305	Duane Stark Pres.	$7295.25	

Dear Mr Gormsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us. If not please let me know.

Sincerely

Gail O Woodworth

RECEIVED
OCT 4 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

CC 84-215

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1984

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9615

Rays Trucking
P. O. Box 381
Clackamas, OR 97015

Gentlemen:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Rays Trucking
AMOUNT:	$1,032.00
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT No.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) whenyyour claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,

SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84 kjm

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

RECEIVED
OCT 24 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

Dear Mr. Gormsen

29 Sept 1984

We the under-signed individuals, and companies wish to file a claim against Donald M. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1984. This work was done for a sub-contractor of Drakes on Contract #9515 N./S. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due
Gail Woodworth Trucking 2457 S.E. Willow Dr. Hillsboro, Or. 97123	Gail O. Woodwo owner	$3424.25
Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00
Loyd Womack 13820 S.W. Electric sp. 17 Beaverton, Or. 97005	Loyd C. Womack	$528.00
Joe Lowe 1037 S.E. Ankeny Portland, Or. 97216	Joe Lowe.	$1350.00
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouver, Wa. 93661	Ed Galang	$903.00
~~Jim Snyder~~ ~~7414 [illegible], Or.~~ 97203		~~$[illegible].00~~
Rays Trucking PO. Box 381 Clackmas, Or. 97015	Jeffry O. Celorie partner	$1052.00
Celorie Bros. Inc PO. Box 1113 Clackmas, Or. 97015	Jeffry O. Celorie Secretary	$2266.25
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97305	Duane Stark Pres.	$7295.25

256
382

Dear Mr Goimsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us If not please let me know.

Sincerely
Gail O Woodworth

RECEIVED
OCT 4 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

OL 84-216

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 18, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

Celorie Bros., Inc.
P. O. Box 1118
Clackamas, OR 97015

Gentlemen:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Celorie Bros., Inc.
AMOUNT:	$2,266.25
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Courties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

We will advise the surety and the prime cortractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclose copy of this letter.

NOTED ON CARD
11-29-84 kgm

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

29 Sept 1984

Dear Mr. Gormsen

We the under-signed individuals, and companies wish to file a claim against Donald L. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1934. This work was done for a sub-contractor of Drakes on Contract #9515 W./B. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due
Gail Woodworth Trucking 2457 S.E. Willow Dr. Hillsboro, Or. 97123	Gail O Woo[illegible] owner	$3424.25
Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00
Loyd Womack 13820 S.W. Electric sp. 17 Beaverton, Or. 97005	Loyd C. Womack	$528.00
Joe Lowe 1037 S.E. Ankeny Portland, Or. 972[illegible]	Joe Lowe.	$1350.00
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouver, Wa. 98661	Ed Galang	$903.00
~~Jim [illegible]~~ ~~7444 [illegible], Or. 97203~~		~~[illegible].00~~
Rays Trucking PO. Box 331 Clackmas, Or. 97015	Jeffry O. Celorie partner	$1032.00 -56 382
Celorie Bros. Inc PO. Box 1110 Clackmas, Or. 97015	Jeffry O. Celorie Secretary	$2266.25
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97303	Duane Stark Pres.	$7295.25

Dear Mr Gormsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us If not please let me know.

Sincerely
Gail O. Woodworth

RECEIVED
OCT 4 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

CL-84-217

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 18, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

Stark Trucking, Inc.
3923 Ibis Street, N. E.
Salem, OR 97305

Gentlemen:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Stark Trucking, Inc.
AMOUNT:	$7,295.25
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84 kgm

RECEIVED
OCT 24 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

731-0188

29 Sept 1984

Dear Mr. Gormsen

We the under-signed individuals, and companies wish to file a claim against Donald M. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1984. This work was done for a sub-contractor of Drakes on Contract #9515 N./S. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due
Gail Woodworth Trucking 2457 S.E. Willow Dr. Hillsboro, Or. 97123	Gail O. Woodworth owner	$3424.25
Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00
Loyd Womack 13820 S.W. Electric sp. 15 Beaverton, Or. 97005	Loyd E. Womack	$528.00
Joe Lowe 1037 S.E. Ankeny Portland, Or. 97216	Joe Lowe.	$1350.00
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouver, Wa. 98661	Ed Galang	$903.00
~~Jim Snyder~~ ~~7444 [illegible], Or. 97203~~		~~$[illegible].00~~
Rays Trucking PO. Box 531 Clackmas, Or. 97015	Jeffry A. Celorie partner	$1052.00
Celorie Bros. Inc PO. Box 1118 Clackmas, Or. 97015	Jeffry A. Celorie Secretary	$2266.25
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97305	Duane Stark Pres.	$7295.25

-56-
382

Dear Mr Gormsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us. If not please let me know.

Sincerely
Gail O Woodworth

RECEIVED
OCT 4 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

CC 84-210

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 18, 1984

Gail Woodworth Trucking
2457 S. E. Willow Drive
Hillsboro, OR 97123

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

Gentlemen:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Gail Woodworth Trucking
AMOUNT:	$3,424.25
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-29-84
kjm

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

Dear Mr. Gormsen 29 Sept 1984

We the under-signed individuals, and companies wish to file a claim against Donald M. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1984. This work was done for a sub-contractor of Drakes on Contract #9515 N./S. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due
Gail Woodworth Trucking 2457 S.E. Willow Dr. Hillsboro, Or. 97123	Gail O. Woodworth owner	$3424.25
Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00
Loyd Womack 13820 S.W. Electric sp. 12 Beaverton, Or. 97005	Loyd C. Womack	$528.00
Joe Lowe 1037 S.E. Ankeny Portland, Or. 97216	Joe Lowe.	$1350.00
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouwer, Wa. 98661	Ed Galang	$903.00
~~Jim Snyder~~ ~~7414 [illegible], Or.~~ 97203		~~$[illegible].00~~
Rays Trucking PO. Box 331 Clackmas, Or. 97015	Jeffry A. Celorie partner	$1052.00
Celorie Bros. Inc PO. Box 1118 Clackmas, Or. 97015	Jeffry A. Celorie Secretary	$2266.25
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97305	Duane Stark Pres.	$7295.25

256
382

Dear Mr Gormsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us. If not please let me know.

Sincerely
Gail O Woodworth

RECEIVED
OCT 4 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

CL 84-212

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

F I L E D
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 18, 1984

Loyd Womack
13820 S. W. Electric, Sp. 1E
Beaverton, OR 97005

IN REPLY REFER TO FILE NO.:

CON 5
#9615

Dear Mr. Womack:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Loyd Womack
AMOUNT:	$528.00
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84 kjm

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

RECEIVED
OCT 24 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

29 Sept 1984

Dear Mr. Gormsen

We the under-signed individuals, and companies wish to file a claim against Donald M. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1984. This work was done for a sub-contractor of Drakes on Contract #9615 N./S. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due
Gail Woodworth Trucking 2457 S.E. Willow Dr. Hillsboro, Or. 97123	Gail O. Woodworth owner	$3424.25
Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00
Loyd Womack 13820 S.W. Electric sp. 1E Beaverton, Or. 97005	Loyd A. Womack	$528.00
Joe Lowe 1037 S.E. Ankeny Portland, Or. 97216	Joe Lowe.	$1350.00
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouver, Wa. 98661	Ed Galang	$903.00
~~Jim Snyder~~ ~~[illegible], Or.~~ 97203		~~$[illegible].00~~
Rays Trucking PO. Box 381 Clackmas, Or. 97015	Jeffry A. Celorie partner	$1032.00
Celorie Bros. Inc PO. Box 1118 Clackmas, Or. 97015	Jeffry A. Celorie Secretary	$2266.25
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97305	Duane Stark Pres.	$7295.25

-56
382

Dear Mr. Gormsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us. If not please let me know.

Sincerely
Gail O Woodworth

RECEIVED
OCT 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

CC-84-211

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 23 1984
NORMA PAULUS
SECRETARY OF STATE

October 18, 1934

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

Ron Endicott
P. O. Box 1324
Tualatin, OR 97062

Dear Mr. Endicott:

This will acknowledge your Notice of Claim letter dated September 29, 1984, concerning the following Highway Division contract:

FILED BY:	Ron Endicott
AMOUNT:	$1,097.00
FOR:	Dump truck work
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

We will file individual claims for the other persons and companies listed on the claim letter and correspond with them direct.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-29-84 kjm

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Company
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97207

731-0188

Dear Mr. Gormsen

29 Sept 1984

We the under-signed individuals, and companies wish to file a claim against Donald N. Drakes bond with United Pacific Insurance Co. This is for dump truck work done in July and August of 1984. This work was done for a sub-contractor of Drakes on Contract #9615 N./S. Tigard Interchange, of Pacific Highway. It is our understanding that the Drake Co. will not pay the sub-contractor and as a result we cannot get our money from him.

Company		Amount Due
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Ron Endicott PO. Box 1324 Tualatin, Or. 97062	Ron Endicott	$1097.00
Loyd Womack 13820 S.W. Electric sp. 17 Beaverton, Or. 97005	Loyd C. Womack	$523.00
Joe Lowe 1037 S.E. Ankeny Portland, Or. 97216	Joe Lowe.	$1350.00
Ed Galang Ent. 4904 N.E. 48th. Ave. Vancouver, Wa. 98661	Ed Galang	$903.00
~~Jim Snyder~~ ~~7414 [illegible], Or. 97206~~		~~$[illegible].00~~
Rays Trucking PO. Box 381 Clackmas, Or. 97015	Jeffry A. Celorie partner	$1032.00
Celorie Bros. Inc PO. Box 1113 Clackmas, Or. 97015	Jeffry A. Celorie Secretary	$2266.25
Stark Trucking Inc. 3923 Ibis St. N.E. Salem, Or. 97305	Duane Stark Pres.	$7295.25

256
382

Dear Mr. Gormsen,

I do hope that this is what you wanted and that this will fill the bill. I hope that this contains all the information that you will need to file the claim for us. If not please let me know.

Sincerely
Gail O. Woodworth

RECEIVED
OCT 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 666 448 175
MAIL

9615

DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226 3891

October 16, 1984

RECEIVED
STATE HWY ENGR
OCT 17 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WES
TAA

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: H.S. Coulter, P.E.
State Highway Engineer

Subject: North Tigard-South Tigard Interchanges
Contract No. 9615 Progress Report

Gentlemen:

Enclosed herewith are copies of Form CC-257 for the payroll month of September, and a new hire list for the month of September.

We have the following progress to report on our Corrective Action Plan dated September 7, 1984:

1. We have contacted the unions and referral sources for female laborers with some success, as outlined below.

2. We increased from 0 percent female laborers in August to 1.1 percent female laborers in September. Although our affirmative action efforts resulted in hiring two female laborers in mid-September, our payroll month for reporting purposes ended on September 23rd, so that very little of the hours for these two new employees are in the Form 257. The report should look better for the month of October. Please note that our Form 257 covers the period ended September 23rd, rather than September 30th, because of IRS payroll reporting requirements.

3. Our percentage for female operators declined in September, because a female operator was injured on the job and her doctor will not let her return to work. We have been unable to replace her with another female operator.

4. Female carpenters were in compliance in August, but declined to 4.7 percent in September because a female carpenter quit, giving as her reason "the work is too hard". As we have informed you in the past, we have a continuing problem with female carpenters and female laborers, because the work is too difficult for them.

5. We still have not located any female masons. However, we have very little work, and had only two new hires for a few days work during September.

6. Although the minority operators were included in the corrective action plan, I am pleased to report that we were in compliance both in August and in September, with the September percentage being higher than August.

7. Because we have been unable to recruit qualified female masons, we have tried to balance this off with strong affirmative action for minority masons. I am pleased to report that minority masons were 73% of the total in August and 41% of the total in September. I believe that this result, plus the minority laborers who show a similar result far in excess of goal, amply demonstrate our continuing commitment to affirmative action.

8. We were just slightly under the goal for minority carpenters in both months. This has been very difficult to fill, because over 30% of our carpenters are foremen and superintendents, who are caucasian and who have been with us for a long time. In addition, although we hired several carpenters during the month, they were for short periods of time.

We will continue to pursue our goals strenuously. If you have any comments, please let me know.

Yours very truly,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President -- EEO Officer

DBK/dv
Enclosures

U. S. DEPARTMENT OF LABOR
Employment Standards Administration, OFCCP

This report is required by Executive Order 11246, Sec. 203. Failure to report can result in contracts being cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts of federally assisted construction contracts.

MONTHLY EMPLOYMENT UTILIZATION REPORT

1. COVERED AREA (SMSA OR EA): Three-County

2. EMPLOYER'S I.D. NO.: 93-0614700

3. CURRENT GOALS
MINORITY: 4.5
FEMALE: 6.9

4. REPORTING PERIOD
FROM: 8-27-84
TO: 9-23-84

NAME AND LOCATION OF CONTRACTOR

Donald M. Drake Co.
1740 NW Flanders
Portland, OR 97209

FEDERAL FUNDING AGENCY

5. CONSTRUCTION TRADE	Classifications	6. WORK HOURS OF EMPLOYMENT (Federal & Non-Federal) 6a. TOTAL ALL EMPLOYEES BY TRADE M	6a. F	6b. BLACK (Not of Hispanic Origin) M	6b. F	6c. HISPANIC M	6c. F	6d. ASIAN OR PACIFIC ISLANDERS M	6d. F	6e. AMERICAN INDIAN OR ALASKAN NATIVE M	6e. F	7. MINORITY PERCENTAGE	8. FEMALE PERCENTAGE	9. TOTAL NUMBER OF EMPLOYEES M	9. F	10. TOTAL NUMBER OF MINORITY EMPLOYEES M	10. F
LABORERS	Journey worker	4293½	48	641½										39	2	6	
	APPRENTICE																
	TRAINEE											14.8%	1.1%				
	SUB-TOTAL	4341½		641½										41		6	
CARPENTERS	Journey worker	3944								168				28		1	
	APPRENTICE	78½	200											1	2		
	TRAINEE											4%	4.7%				
	SUB-TOTAL	4222½								168				31		1	
CEMENT MASONS	Journey worker	482				218½								6		2	
	APPRENTICE	44½												1			
	TRAINEE											41.5%	0				
	SUB-TOTAL	526½				218½								7		2	
OPR. ENGINEERS	Journey worker	2480½												19			
	APPRENTICE	323½	74	152½										2	1	1	
	TRAINEE											5.3%	2.6%				
	SUB-TOTAL	2878		152½										22		1	
IRONWORKERS	Journey worker	32												1			
	APPRENTICE																
	TRAINEE																
	SUB-TOTAL	32												1			
OTAL JOURNEY WORKERS		11,232	48	641½		218½				168				93	2	9	
OTAL APPRENTICES		446½	274	152½										4	3	1	
OTAL TRAINEES																	
GRAND TOTAL		12000½		794		218½				168				102		10	

11. COMPANY OFFICIAL'S SIGNATURE AND TITLE
Payroll Accountant

12. TELEPHONE NUMBER (Include area code)
(503) 226-3991

13. DATE SIGNED

PAGE 1 OF 1

MB APPROVAL NO. 44-R1396

FORM CC-257 (Rev. 9/78)

New [illegible]
Sept. [illegible]

Sept 1984	Name	Race	Craft	Sex	Appr. Status
5	Conrad Anderson	C	CEMENT MASON	M	
24	DOUGLAS P. BARGER	C	CARPENTER	M	
10	FRANK M. ELLIS	C	CARPENTER	M	
12	EDWARD FORRESTER	C	OPERATOR	M	
14	WILLIS J. HILL	C	LABORER	M	
16	LAWRENCE E. JONES	C	LABORER	M	
21	DENISE A. McCARTHY	C	LABORER	F	
17	MICHELLE A. PLACE	C	LABORER	F	
19	KEITH W. WILSON	C	CEMENT MASON	M	
5	DARWIN E. YEAGER	C	IRON WORKER	M	
11	DAVID B. YOUNG	C	OPERATOR	M	

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
HWY ENGR

OCT 17 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.
CON 5

October 16, 1984

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

Attn: Dennis Hammond
Project Manager

N. Tigard Intch.-S. Tigard Intch.
FAP No. I-5-5(73)293
Contract No. 9615
Underpayment of Wages

Justin Goss, an employee of Stark Trucking Inc., was employed on the above project from July 30, 1984 thru August 25, 1984. During this time period he was paid a total of $1,652.60 for driving a 10-12 yard end dump truck.

The contract wage rates for this class of work is $14.99 per hour straight time, $22.48 per hour overtime, and $3.74 per hour fringe benefits.

The total hours claimed by the former employee of Stark Trucking are as follows: 149-1/2 hours straight time and 17-1/2 hours overtime. Total earned including fringe benefits - $3,258.98. Total paid $1,652.60. Amount owed $1,606.38.

Please see that the above named employee is paid the proper contract wage rate and provide a copy of the cancelled check to our Project Manager as proof of payment.

This underpayment of wages should be taken care of immediately.

Sincerely,

J. L. Wi

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

NOTED
H. S. COULTER

bc: H. S. Coulter
Bob Shotwell

Jack Sollis
Don Kane

E. L. Hardt

Form 734-3122

A

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1984

In Reply Refer to
File No.:
CON 5

U. S. Department of Labor
Wage and Hour Division
Federal Building Room 540
Portland, OR 97204

Attn: Ralph Knipe

N. Tigard-S. Tigard Intch.
FAP No. I-5-5(73)293
Contract No. 9615
Alleged Fraudulent Payrolls
of Sproul Excavating Co.

Sproul Excavating Co., a subcontractor on the above project, reflected payments to an employee identified as a superintendent on their certified payrolls. Upon interviewing the employee it was found that he was a crafts person rather than a superintendent and was not paid overtime as indicated on the payroll. The prime contractor, in a strong letter to Sproul Excavating Co., suggested pay be adjusted to reflect proper payment. Proper payment was made.

In view of the hourly rate that was paid, and the adjustment for overtime pay, it is the view of the State that Mr. Jon Faber has been properly paid in total compensation.

Sproul Excavating Co. is no longer active on this project.

The issue of alleged fraudulent payrolls of Sproul Excavating Co. is being referred to your agency for appropriate further action.

Sincerely,

J. L. Wi

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

NOTED
H. S. COULTER

JLW:mk

bc: Dale E. Wilken
H. S. Coulter
W. E. Schwartz
Jack Sollis
Bob Shotwell

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
FOR

Form 734-3122

t

October 5, 1984

CON

Geraldine Ball
DJB Inc.
11515 SW 91st Avenue
Portland, OR 97223

I am taking the liberty of responding to your September 18 letter to the Transportation Commission.

Mr. Harwood was on vacation for much of the month of September and, as a result, the reponse to Fred Anderson's letter was delayed. A reply has now been sent to Mr. Anderson and a copy is enclosed for your information.

A map with the drainage, as presently installed and contemplated, is being prepared and will be forwarded to Mr. Anderson next week.

Fred D. Miller
Director

Enc.

cc Oregon Transportation Commission

bc H. S. Coulter
W. E. Schwartz
Allan C. Harwood

ACH:gw fn

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCWARTZ
Ass't State Highway Engineer

DATE: September 28, 1984

Allan Harwood

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: GERALDINE BALL COMPLAINT
N. Tigard-S. Tigard Project

Mrs. Ball transmitted to you a letter from Fred Anderson to me. I had a response drafted to Mr. Anderson which has now been mailed. The letter arrived just before I went on vacation and upon returning from vacation I had quite a back-log of mail, so I have been slow in responding.

I have enclosed a copy of my response to Mr. Anderson. As you can tell from my response, the questions he posed are essentially the same questions that have been previously answered.

As a result of the extension of the off-ramp along Dartmouth Street from 68th to 69th and Tigard's future plans for the area, some relatively minor changes have been made in the drainage. I have asked Project Manager Shotwell to provide me with an "As Constructed" map of the drainage and to indicate on that map any drainage facilities not yet installed.

I was on the project yesterday. While I was there our inspector on the project was personally going over the drainage with Mrs. Ball. I didn't talk with Mrs. Ball, however, the inspector indicated that she seemed to be satisfied with the explanation he gave her of the drainage.

In addition to the enclosed copy of the letter to Mr. Anderson I am submitting a recommended response to Mrs. Ball's letter of September 18, 1984.

Draft O.K.

RECEIVED

ACH/gw
Attachment

Response O/K
HSC

Flo - send
appropriate
copies to Comm

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: W. E. SCWARTZ
Ass't State Highway Engineer

DATE: September 28, 1984

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: GERALDINE BALL COMPLAINT
N. Tigard-S. Tigard Project

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In addition to the enclosed copy of the letter to Mr. Anderson I am submitting a recommended response to Mrs. Ball's letter of September 18, 1984.

ACH/gw
Attachment

Respond
O/K
#SC

Draft O.K.
WES

RECEIVED
STATE HWY ENGR
OCT 2'84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 26, 1984

In Reply Refer To
File No.:

FRED A. ANDERSON
Anderson, Dittman, & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

In response to your letter of August 27, 1984, our plans for handling runoff water remain the same as outlined in my previous letters of May 11, June 13, and July 29, 1983, and March 14, June 25, and July 16, 1984. I've enclosed copies of the above letters and a copy of my letter of December, 1983 which was the result of our on-site meeting.

Referring to the second paragraph of your letter, I'm afraid that I cannot assure you that no drainage water will be allowed to "Penetrate the DJB ownership or any other private ownership lying westerly of 66th Avenue." There are at the present time existing drainage channels which historically do carry surface run-off water across private property.

The one change in the drainage plans which has been made is the result of extending the southbound off-ramp and developing a connection between SW 68th and 69th. In anticipation that this improvement will be extended on to the west, we have installed a pipe along Dartmouth Street. This pipe at the present time is dry, and we expect it to remain so until such time as that future improvement to the west is made.

Allan Harwood
Allan C. Harwood
Metro Region Operations Engineer

Attachment

DJB INC. 11515 S.W. 91ST AVENUE PORTLAND, OREGON 97223 U.S.A.
(503) 639-2900
JB

HAND DELIVERED September 18, 1984

Oregon Transportation Commission
Department of Transportation
Transportation Building
Salem, Oregon 97310

Mr. Chairman and Members of the Commission:

On August 27, 1984 our attorney, Fred Anderson, wrote to the Dept. of Transportation in Milwaukie, to the attention of Mr. Harwood, as per copy of letter attached.

To date we have not had a reply. It is our understanding that the design has again been changed and not all changes are shown on the latest map.

Since it appears that practically all drainage is now installed on both S. W. 66th and S. W. 68th, we would appreciate your assistance in expediting a reply to Fred Anderson's letter of August 27, 1984. We would appreciate it if you would ask that the latest map with all changes, including those made on the job that were not previously on the map, be also sent to Fred Anderson, Anderson, Dittman & Anderson, 8865 S. W. Center Street, Tigard, Oregon, 97223.

Thank you for your assistance and concern.

Sincerely,
DJB, INC.
Geraldine L. Ball
Geraldine L. Ball
Vice - President

GLB:b

~~[illegible]~~ Orig to Al Harwood
(2) B 9/21 R/D

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

June 25, 1984

In Reply Refer To
File No.

Fred Anderson
Anderson, Dittman & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

OM MRE OE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Re: Water Problems
N. Tigard-S. Tigard Intchge.

In reviewing correspondence on the N. Tigard-S. Tigard Interchange project, it came to my attention that you had not received a response to your April 11, 1984 letter concerning drainage in the vicinity of the South Tigard Interchange. In looking at the sketch attached to your letter, it's my feeling that the area labeled "Observed to be saturated April 9, 1984" is very probably saturated as a result of run-off from the Ford distributorship rather than from anything we're doing.

As previously advised, our plans are to collect surface water and to control the surface water which falls on our facility and which is carried across the freeway. We accept no responsibility for water outside of our right-of-way, on property not under our control, nor do we accept any responsibility for drainage water flowing underground.

I previously sent to you drawings showing how the water will be handled. At this time we contemplate no significant changes in that plan. We do expect to have to provide some supplemental drainage to take care of localized ponding as discussed during our visit to the project last winter.

ALLAN C. HARWOOD
Metro Region Operations Engineer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

March 14, 1984

In Reply Refer To
File No.

OM TCS US CSA Metro Region PPM CE ME PDM TAM CO EA EM BUD LM

Mr. Fred. A. Anderson
Attorney at Law
Anderson, Dittman & Anderson
PO Box 23006
Tigard, Oregon 97223

This is in response to your February 1, 1984, letter transmitting to me a report by Mr. Hughes.

As I read the report, I see no particular disagreement between it and my letter of December 30th. Mr. Hughes indicates the wet area adjacent to 68th is due to a defective septic system and possibly other waters from the Landmark Ford Agency, with which I agree. I would probably also agree with Mr. Hughes that the problem of poor drainage and soil saturation are the products of changes in land use over the past 20 or 25 years, particularly construction of the Ford agency.

I would point out that the I-5 freeway through that area was constructed more than 25 years ago. I don't know that I would agree that some runoff is carried from areas beyond the natural surface drainage. I do not feel that the freeway has contributed to the developing wet nature of the soil, nor will the work we are doing at the present time aggrevate that problem. We will adequately care for our runoff and provide cross drainage and contouring to prevent ponding of water which would be caused by our facility.

As I said in the third paragraph of my letter, we can not guarantee that owners of land on either side of 68th will be free of water problems. For example, when we were there, improvements were being made to the property west of 68th, which conceivably could have an adverse effect on drainage east of 68th, and cause ponding of water. This type of improvement can not be controlled by us and I see no responsibility on our part for the consequences of such activities.

I apologize for being so slow in responding to your letter of February 1st. Also for being even slower in a response to your January 27th letter, which will be coming shortly.

ALLAN C. HARWOOD
Region Operations Engineer

734-1850

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 30, 1983

In Reply Refer To
File No.:

Fred A. Anderson
Attorney at Law
Anderson, Dittman & Anderson
P.O. Box 23006
Tigard, OR 97223

This is in response to your letter of December 5, 1983 regarding our visit to the Tigard Interchange project on November 22, 1983. The visit was made in response to a request from you and your client, Mrs. Geraldine Ball, to discuss a number of problems of concern to Mrs. Ball.

While on the project we looked at some localized ponding of water immediately east of 68th. The impoundment of water is a result of re-grading of 68th. A culvert had been installed across 68th, however, water was not getting to that culvert. We will either perform some contouring to get water to that culvert or install another culvert so that water is carried across the reconstructed 68th.

I don't know that I can guarantee that the owners of lands on either side of 68th will have no further problems with water. The area east of 68th immediately behind the Ford agency, is and as near as I can tell, has for a longer period of time been a wet area. Our consturction has not contributed to this problem, nor will it necessarily solve the problem.

During our visit to the site, we discussed several other items which were mentioned in your letter of November 10. Specifically, some brush which was on Mrs. Ball's property easterly of 68th and southerly of Elmhurst Street. We will have that brush removed without getting on the Ball property with any equipment which would cause damage.

We looked at an area near the northeasterly corner of the Ford agency where standing water extended over onto the DJB property. When work is completed in this area, water will be channeled into a catch inlet at that point.

Also, we looked at an excavation for a catch inlet west of 68th near Station 64 on the "H" line where water was running around an existing drain pipe. Again, when construction is completed and the area graded and the catch inlet installed this water will be controlled.

We looked at the filling westerly of 68th and pointed out that this was on private property and was not part of our construction project.

ALLAN C. HARWOOD
Region Operations Engineer

bcc: Bob Shotwell

d 9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 16, 1983

In Reply Refer To
File No.:

OM [✓ [illegible]] OE PPM [✓ CE]
TOS ME
US PDM
CSA Metro Region TAM
CO PA EM BUD LM

Fred A. Anderson
Anderson, Dittman & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

This is in response to your two letters dated September 1, 1983. First, surface water disposition. The culvert that you referred to will be abandoned and surface water will flow south on the east side of 66th.

As indicated in my letter to you of July 29, 1983 we have no plans for constructing additional accesses to SW 66th Avenue. Our plans do call for establishing or reconnecting driveways along the easterly side of SW 68th Avenue at the locations referred to in my letter of July 29, 1983. I am returning a copy of a portion of the map which accompanied your letter of September 1. On that portion of the map I have indicated the approximate locations of the four driveways that we plan on constructing.

Allan C. Harwood

ALLAN C. HARWOOD
Region Operations Engineer

Enclosures

bcc: Bob Shotwell

734-1850

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

July 29, 1983

In Reply Refer To
File No.

OM ME OE PPM CE L
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Fred A. Anderson
Anderson, Dittman & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

Sorry I am so slow in responding to your July 6, 1983 letters concerning drainage along I-5 and road approaches, but it has been a very busy summer for us.

First, a response to your letter concerning drainage. I am returning what you labeled Exhibit "A" and have marked on there where the pipes go. Also, there is an arrow indicating a direction of flow in each pipe. The pipe along the "B" line which you were particularly concerned about picks up drainage along the "B" line, carries it to a point about 300 feet south of the numeral 60 on Exhibit "A" and discharges water into an existing natural drainage channel.

With regard to your second question in the letter concerning drainage, I am not sure I understand what the question is. However, I have taped together two sheets from the drawings to show the relationship between the numeral 60 on the freeway, SW Elm Street and the point where the above referenced storm drain discharges run off.

Your other letter of July 6, 1983 concerned road approaches. Access to 68th Avenue designated in a right-of-way acquisition document calls for approaches to be constructed at approximately Station 67+20 and 67+60. The acquisition documents do provide for moving those approaches as requested to any location between Station 67+00 and approximately 68 or the edge of that parcel of property.

Construction plans also call for reconnecting existing road approaches at about Station 68+20 and 68+90. The approaches we will construct will have 16 foot curb cut at the intersection with 68th and will provide for a 12 foot driveway.

734-1850

Our policy with regard to what we construct, is that we provide the curb cut and the concrete apron to the back side of the sidewalk or if there is no sidewalk to what would be the back side of the sidewalk. If there is an existing road approach at that point, we will carry the construction whatever distance we need to carry it to reconnect the road approach.

Reconstruction of SW 66th is limited to constructing a cul-de-sac opposite freeway Station 52+50. This does not appear to disturb existing access to 68th and we would not expect to construct additional approaches to 66th.

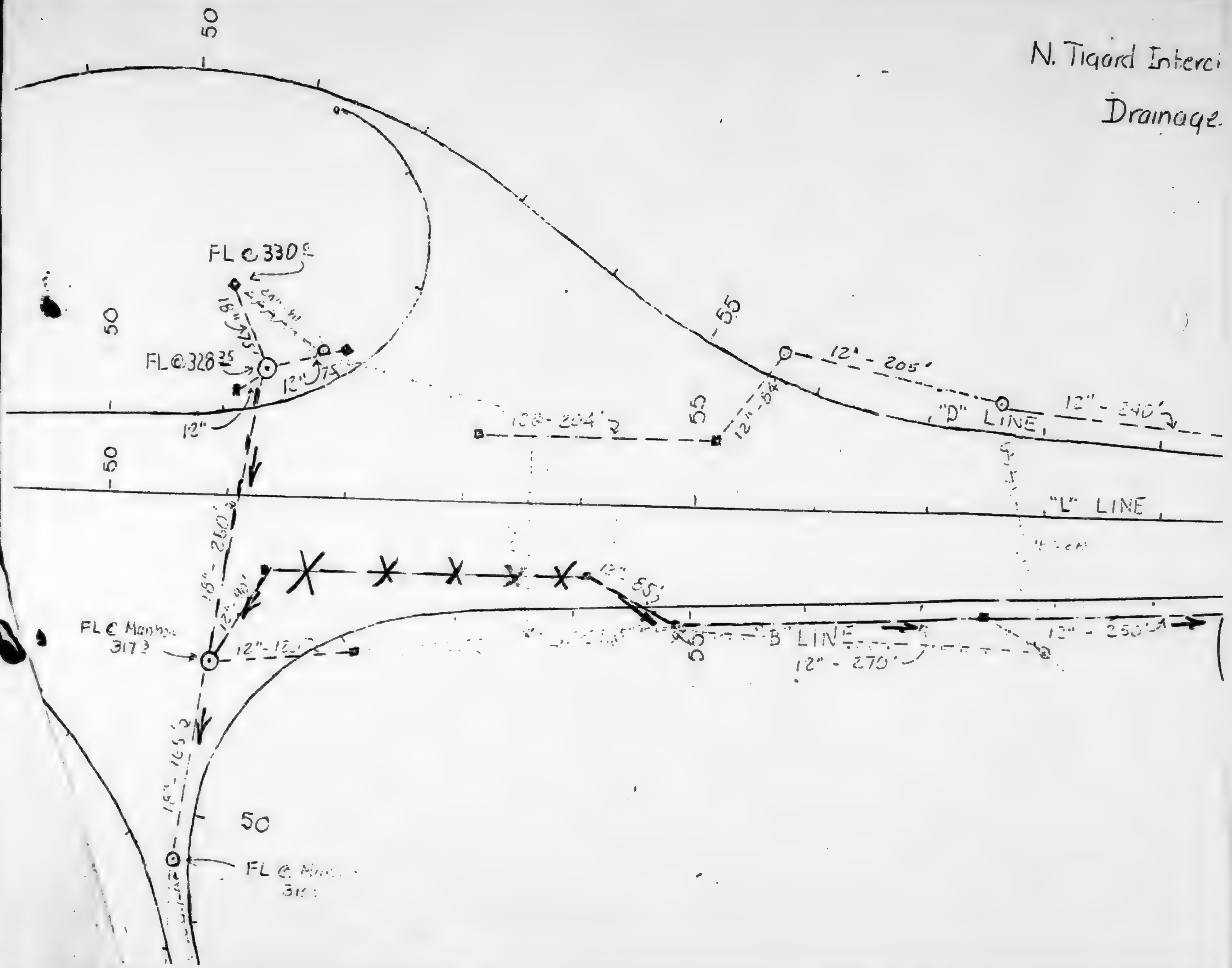
I would be happy to meet with you, at your convenience, on the site to discuss location of road approaches to SW 68th.

ALLAN C. HARWOOD
Region Operations Engineer

Enclosures

N. Tigard Interc

Drainage



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FL @ 330⁰
18" - 575
FL @ 328³⁵
12" - 75
12"
18" - 260'
12" - 40'
FL @ Manhole 317³
12" - 12'
18" - 165'
FL @ Man... 31..
12" - 204'
12" - 84'
12" - 205'
"D" LINE
12" - 240'
"L" LINE
12" - 55'
"B" LINE
12" - 270'
12" - 250'

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

June 13, 1983

In Reply Refer To
File No

OM MRE ~~CE~~ PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Fred Anderson
Attorney at Law
8865 SW Center
Tigard, OR 97223

This is in response to your letters of June 9 and May 16, 1983. The second paragraph of your May 16 letter and my letter of May 11 accurately describe our plans for handling water which comes onto our right-of-way from the east.

I'm not sure just where Blocks 23 and 24 and lots 9 and 36 are. I assume that those lots are near the discharge end of the pipes that we had originally detailed to discharge water from the detention basin. As stated in my letter we will not install those pipes, nor will we attempt to activate the two existing pipes presently plugged in that same area. I have enclosed a sketch of our present drainage plans.

My apologies if you expected a response to your May 16th letter. To the best that I could tell, it appeared to be consistent with what I had outlined in my May 11 letter concerning disposition of drainage from the east, so I assumed no response to your letter was necessary.

ALLAN C. HARWOOD
Region Operations Engineer

734 1850

~~A~~ 9615

OM ~~MRE~~ OE PPM [✓ CE]
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

May 11, 1983

Fred Anderson
Attorney at Law
8865 SW Center
Tigard, OR 97223

This is to confirm information given you and Mrs. Ball at a meeting in your office May 9 regarding how water, primarily storm runoff, will be carried across the freeway at the Haines Street Interchange.

At the present time water flowing onto the freeway from the east and storm runoff from the Interchange is carried across the freeway at about Station 53 and is released in a ditch on the west side of the freeway and from there flows west. Our construction plans had shown this water being carried across the freeway in 18 inch culvert pipes at about Station 54 and 58 from a storm water detention basin in the interchange area just east of the freeway.

Per our discussion in your office, we will construct the storm water detention basin at about Station 50. We will then carry the water across the freeway at about Station 51 or 52 and down our right-of-way in a pipe parallel to the AH & B line. The water will then be discharged west of 68th in the same drainage channel which carries it at the present time. The rate of flow in the pipe across the freeway will be regulated by the size of the pipe installed. The pipe will be sized to reduce the flow rate from what is presently carried in the channel. Water collected along 68th not coming out of the detention basin will be carried south along 68th and discharged into a natural drainage channel near Station 75 on the H line.

I trust this solution will be satisfactory to your client, Mrs. Ball.

Your assistance in resolving this matter is appreciated.

ALLAN C. HARWOOD
Region Operations Engineer

cc: Geraldine Ball

bcc: Wendell Schwartz
Dave Bryson
Bob Shotwell

5-17

cc: Bill Goebel - FYI

7615 1

CASTEEL & CARSON, P.C.
FORMERLY STIRLING & CASTEEL
ATTORNEYS AT LAW
4111 N. E. TILLAMOOK STREET
PORTLAND, OREGON 97212
TELEPHONE (503) 288-9291

JAMES L. CASTEEL
BRETT S. CARSON

J. P. STIRLING
(1911-1981)

CERTIFIED MAIL

September 24, 1984

Secretary of State
State of Oregon
Salem, OR 97310

H.S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Gentlemen:

As attorneys for Albina Fuel Company we are hereby providing you with Notice of Claim against the bond relating to the North Tigard and South Tigard Interchange Project.

You are being provided with this notice under the provisions of ORS 279.528.

Sincerely,

Jim L. Casteel

James L. Casteel

JLC:jr

Enclosure

RECEIVED
STATE HWY ENGR
SEP 27 '84
REFER TO Fredrickson
FOR
Info Inves R/D D/R Gen [✓ Act] File

WES
TMA
Orig. to
10/1

NOTICE OF CLAIM

TO: SECRETARY OF STATE
State of Oregon
Salem, OR 97310

H.S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Attn: Clerk or Auditor

NOTICE IS HEREBY GIVEN that the undersigned, Albina Fuel Company has a claim for the sales price of diesel fuel, gasoline and oil supplied and sold to Kermit G. Medoff and Hal E. Eltzroth, doing business under the assumed business name of Medoff and Eltzroth, in the amount of $15,096.78. This diesel fuel, gasoline and oil was used by the recipient for the prosecution of work as a subcontractor in the project known as North Tigard and South Tigard Interchange Project, which we believe is Oregon State Highway Contract No. 9615, prime contractor, Drake Construction Company. This claim is against the principal and surety of that bond, we believe to be described as United Pacific Insurance Company, bond no. 493921, taken for the project described as North Tigard and South Tigard Interchange Project.

DATED this 19th day of September, 1984.

ALBINA FUEL COMPANY
BY N L Arntson
NEAL ARNTSON, President

cc: Fred Miller, Director
State of Oregon, Department of Transportation
140 Transportation Building
Salem, OR 97310

Bob Shotwell
North Tigard & South Tigard Interchange Project Manager
4755 S.W. Watson
Beaverton, OR 97005

Donald M. Drake Company
c/o David R. Trachtenberg, Attorney
610 S.W. Alder Street, Suite 800
Portland, OR 97205

Medoff and Eltzroth
6241 N.W. Cornell Road
Portland, OR 97210

United Pacific Insurance Company
825 N.E. Multnomah
Portland, OR 97232

quit CL 84-184

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 2 1984
NORMA PAULUS
SECRETARY OF STATE

September 21, 1984

AGC-Operating Engineers
Trust Funds
P. O. Box 4668
Portland, OR 97208

CON 5
#9615

Attention: Gary Harrison
Trust Administrator

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated September 20, 1984, concerning the following Highway Division contract:

FILED BY: AGC - Operating Engineers Local 701 Trust Funds

AMOUNT: $3,231.15, plus liquidated damages and interest

FOR: Fringe benefits due employees of Sproul Excavating Company, Inc.

AGAINST (Prime contractor) Donald M. Drake Company

CONTRACT NO.: 9615

PROJECT: N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties

SURETY: United Pacific Insurance Co.

AGENT: Corroon and Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
10-3-84 jgm

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

United Pacific Insurance Company
Bond Department
33405 - Eighth Ave. So. C-3000
Federal Way, WA 98003

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 714 202 327

September 20, 1984

United Pacific Reliance Insurance Co.
825 NE Multnomah Ste 300
Portland,OR 97232

Re: Project - OSHD #9615 - N/S Tigard Interchange - Pacific Highway
Prime: Donald M. Drake Company
Sub: Sproul Excavating Co., Inc.
Surety: United Pacific Reliance

Gentlemen:

Enclosed is a Notice of Claim on Public Works Bond regarding the above project. Copies of this Notice of Claim have been mailed to Sproul Excavating Company, Inc., Donald M. Drake Company, Secretary of State, and Oregon Department of Transportation.

We have enclosed a breakdown of hours and the amount due is $3,570.71.

We would appreciate hearing from you regarding this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:dll

Enclosure

cc: Delinquency Committee
Department of Transportation # 714 202 328
Secretary of State #714 202 329
Sproul Excavating Co., Inc. #714 202 326
Donald M. Drake Company # 717 202 330

RECEIVED
19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

I.U.O.E.
Local 701

Employer Trustees
W. RAY ROGERS, *Chairman*
LLOYD BABLER, JR.
ARTHUR WEEKS
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

AGC
Oregon-Columbia
Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

RETURN RECEIPT REQUESTED
P #714 202 328

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Oregon State Department of Transportation
121 Transportation Bldg
Salem,OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS TRUST LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of SPROUL EXCAVATING COMPANY, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of THREE THOUSAND TWO HUNDRED THIRTY ONE AND 15/100ths DOLLARS, ($3,231.15) contributions, together with liquidated damages of THREE HUNDRED TWENTY THREE AND 15/100ths DOLLARS ($323.15) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about ____________________, bond no.______________on which DONALD M. DRAKE COMPANY. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and UNITED PACIFIC RELIANCE INSURANCE CO.,is the surety, for that project known as OSHD #9615 NORTH TIGARD INTERCHANGE TO SOUTH TIGARD INTERCHANGE - PACIFIC HIGHWAY, MULTNOMAH, WASHINGTON AND CLACKAMAS COUNTIES, OREGON.

DATED: September 20, 1984

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Gary Harrison, Trust Administrator
P.O. Box 4668
Portland,OR 97208

RECEIVED
SEP 20 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**Subject to revision

AGC - OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNTS DUE PER CERTIFIED PAYROLL FOR:

Sproul Excavating Company, Inc.#86690
Project: #OSHD - 9615 N/S Tigard
Interchange

	July	Aug.	Total
Sproul, Gerald A 542-86-2147	136.5	132.5	269.0
Sanderson, Bryan D 543-72-5758	86.5	40.5	127.0
Smith, C.W. 537-30-8056		111.5	111.5
Edmonds, Doug 562-68-6656	80.0	35.0	115.0
Gifford, Ray 518-28-6394	11.0		11.0
Aherns, LeRoy 320-34-6964	35.0	34.0	69.0
	349.0	353.5	702.5
H & W @$2.03	$ 708.47	$ 717.61	$1,426.08
Pension @ 1.47	513.03	519.65	1,032.68
Training @ .10	34.90	35.35	70.25
CIAF NONE	---	---	---
Vacation @ 1.00	349.00	353.50	702.50
	$1,605.40	$1,626.11	$3,231.51
Liquidated Damages	$ 160.54	$ 162.61	$ 323.15
*** Interest	16.05	---	16.05
	$1,781.99	$1,788.72	$3,570.71

**Interest computed at the rate of 12% per annum from date of delinquency to September 20, 1984.

RECEIVED
SEP 20 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9615 CL 84-183 ✓

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 3 1984
NORMA PAULUS
SECRETARY OF STATE

September 21, 1984

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 S. W. Fifth Avenue
Portland, OR 97204

CON 5
#9615

Attention: Arnold L. Gray

Gentlemen or Ladies:

This will acknowledge your letter of September 19, 1984, on behalf of James R. Bucher, dba J. R. Bucher Trucking filing a claim against the following Highway Division contract:

FILED BY:	James R. Bucher, dba J. R. Bucher Trucking
AMOUNT:	$1,372.50, together with service charges
FOR:	Trucking services
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Sproul Excavating Company, Inc.
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon and Black of Oregon

NOTED ON CARD
10-3-84 dgm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: ~~Secretary of State~~ -
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

United Pacific Insurance Company
33405 - Eighth Ave. So. C-3000
Federal Way, WA 98003

STOEL, RIVES, BOLEY, FRASER & WYSE
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)
LAW OFFICES
900 S W FIFTH AVENUE, SUITE 2300
PORTLAND, OREGON 97204-1268

TELEPHONE
(503) 224-3380
TELECOPIER
(503) 220-2480
TELEX 703455
CABLE LAWPORT

DISTRICT OF COLUMBIA OFFICE
1730 M STREET, N W, SUITE 900
WASHINGTON, D C 20036-4505
(202) 955-4555
WASHINGTON COUNTY OFFICE
ONE LINCOLN CENTER, SUITE 400
10300 S W GREENBURG ROAD
TIGARD, OREGON 97223-5407
(503) 220-1441

September 19, 1984

Mr. Robert Gormsen
Manager of Commissioned Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

TO: DEPARTMENT OF TRANSPORTATION, OREGON
STATE HIGHWAY DIVISION

Notice is hereby given that the undersigned, James R. Bucher, dba J. R. Bucher Trucking, has a claim for trucking services provided to Sproul Excavating Company, Inc., a subcontractor to D. M. Drake Company in the sum of $1,372.50, together with service charges of 1 1/2 percent per month applied to invoices unpaid after 30 days, against the bond taken from United Pacific Insurance Co. for the work of D. M. Drake Company under Contract No. 9615, "N/S Tigard Interchange."

Arnold L. Gray
Of Attorneys for J. R. Bucher

cc: Norma Paulus, Secretary of State
D. M. Drake Company
Sproul Excavating Company, Inc.
Robert T. Bailey, Registered Agent
United Pacific Insurance Co.

RECEIVED
SEP 20 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

734-99C
L-8781

LBrr

J

2:45 p.m.
Fran Lushenko
11/15/85

In the CIRCUIT Court of the State of Oregon

for the County of Multnomah

ALBINA FUEL COMPANY, an Oregon corporation, and STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Ex Rel ALBINA FUEL COMPANY, an Oregon corporation,

Plaintiff

vs.

KERMIT G. MEDOFF, HAL E. ELTZROTH, UNITED PACIFIC INSURANCE COMPANY, a Washington corporation and DONALD M. DRAKE COMPANY, an Oregon corporation.

Defendant

L-8781

No. A8510-06783

SUMMONS

To David B. Frohnmayer, State Attorney General
Department of Justice
100 Justice Building
Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ JAMES L. CASTEEL
SIGNATURE OF OREGON RESIDENT ATTORNEY

James L. Casteel, OSB #71201
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

JL Casteel
ATTORNEY OF RECORD FOR PLAINTIFF(S)
James L. Casteel, OSB #71201

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

/s/ JAMES L. CASTEEL
ATTORNEY(S) FOR PLAINTIFF(S)
James L. Casteel, OSB #71201

CASTEEL & CARSON, P.C.
ATTORNEYS FOR PLAINTIFF
4111 N. E. Tillamook Street
Portland, Oregon 97212
Telephone 288-9291

cc to Hwy
11/21/85

PAGE 1—SUMMONS

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

CERTIFIED
A TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

ALBINA FUEL COMPANY, an Oregon corporation, and STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Ex Rel ALBINA FUEL COMPANY, an Oregon corporation, Plaintiffs,	A8510-06783 No. ___________
v.	
KERMIT G. MEDOFF, HAL E. ELTZROTH, UNITED PACIFIC INSURANCE COMPANY, a Washington corporation and DONALD M. DRAKE COMPANY, an Oregon corporation. Defendants.	COMPLAINT

Plaintiff Albina Fuel Company by way of its FIRST CLAIM FOR RELIEF ALLEGES:

1

Plaintiff is now, and at all material times, has been an Oregon corporation.

2

At all material times, defendants Kermit G. Medoff and Hal E. Eltzroth were and now are, engaged in business as excavation contractors under the assumed business name of Medoff and Eltzroth, and were, and now are partners.

3

Defendants Kermit G. Medoff and Hal E. Eltzroth are indebted to plaintiff in the sum of Fifteen Thousand Ninety-six and 78/100 ($15,096.78) Dollars, plus interest on that amount at eighteen percent (18%) per annum from March 31, 1984 until paid, for the balance of an account for various quantities of diesel fuel, gasoline and oil sold to the said defendants between April 30, 1982 and March 31, 1984. A copy of a statement of account is attached to this complaint, marked Exhibit A and incorporated herein by this reference.

4

The indebtedness due plaintiff is the unpaid portion of charges by plaintiff against said defendants Kermit G. Medoff and Hal E. Eltzroth for the price and reasonable value of goods sold and delivered by plaintiff to said defendants at said defendants' special instance and request. Plaintiff has made demand, but said defendants have made no payment on account of the indebtedness.

5

The account of defendants Kermit G. Medoff and Hal E. Eltzroth with plaintiff was established under the terms and conditions of plaintiff's "Card Lock System" account, and all sales to said defendants were made only upon the terms and conditions governing said defendants' use of the Card Lock System. A copy of these terms and conditions is attached to this complaint, marked Exhibit B and incorporated herein by this reference. Pursuant to these terms and conditions, defendants are obligated to pay reasonable attorney's fees and costs incurred by plaintiff in the enforcement of plaintiff's rights due to said defendants' failure to pay the indebtedness as alleged herein. Defendants further agreed to pay a finance charge of One and one-half percent (1-1/2%) per month, eighteen percent (18%) per annum, on any delinquent balances.

6

Plaintiff has been obliged to employ an attorney to enforce its' rights and to commence and prosecute this action due to the failure of defendants Kermit G. Medoff and Hal E. Eltzroth to pay the indebtedness owing on their account as alleged herein. Plaintiff should be allowed a reasonable sum for plaintiff's attorney's fees in this action.

7

Plaintiff has performed all conditions on its part necessary to collect this account.

Plaintiff, State of Oregon, Department of Transportation, Highway Division, on the relation of Albina Fuel Company, alleges by way of a SECOND CLAIM OF RELIEF:

8

Realleges all allegations contained in paragraphs 1 through 7 in plaintiff Albina Fuel Company's first claim for relief.

9

That portion of diesel fuel, gasoline and oil described in paragraph 3 hereinabove, purchased by defendants Kermit G. Medoff and Hal E. Eltzroth during the period from May 1, 1984 through September 30, 1984, for the reasonable value and price of Twelve Thousand Two Hundred Fifty-eight and 79/100 (12,258.79) Dollars was used for the prosecution of work on that certain public contract known as the North Tigard Interchange - South Tigard Interchange section of the Pacific Highway, Multnomah, Washington and Clackamas Counties, reference number 9615, prime contractor, Donald M. Drake Company. The prime contractor Donald M. Drake Company hired defendants Kermit G. Medoff and Hal E. Eltzroth as sub-contractors to perform work in furtherance of the aforesaid public contract and project.

10

The prime contractor on said project, defendant Donald M. Drake Company (hereinafter referred to as "Drake") provided to the State of Oregon, Department of Transportation, Highway Division, a contractor's bond as required by ORS 279.092 (2)(b). Defendant Drake executed said bond as principal and defendant United Pacific Insurance Company executed said bond as surety.

11

Plaintiff duly filed notices of claim pursuant to ORS 279.526 on or about September 24, 1984 with the State of Oregon, Department of Transportation, Highway Division, and with the State of Oregon, Secretary of State. Copies were sent to defendant Donald M. Drake Company, defendants Kermit G. Medoff and Hal E. Eltzroth and defendant United Pacific Insurance Company. A true copy of said notice is attached hereto and marked Exhibit C and incorporated herein by this reference. Plaintiff is entitled to payment of the amount of Twelve Thousand Two Hundred Fifty-eight & 79/100 ($12,258.79) Dollars under the bond pursuant to ORS Chapter 279.

12

Plaintiff has duly demanded payment from Drake as principal on the bond, but Drake has failed and refused to pay any sum whatsoever all to plaintiff's damage.

13

Plaintiff should be allowed a reasonable sum for plaintiff's attorney's fees in this action.

Plaintiff Albina Fuel Company on the relation of the State of Oregon, Department of Transportation, Highway Division, alleges by way of a THIRD CLAIM FOR RELIEF:

14

Realleges each allegation of the first and second claims for relief set forth hereinabove.

15

Any and all conditions for the liability of defendant United Pacific Insurance Company as surety on said bond have occurred, demand has been made upon said defendant for payment of plaintiff's claim, but said defendant has failed to pay any part thereof.

16

Plaintiff should be allowed a reasonable sum for plaintiff's attorney's fees in this action.

WHEREFORE, plaintiff Albina Fuel Company prays for judgment in the first claim for relief against defendants Kermit G. Medoff and Hal E. Eltzroth in the amount of Fifteen Thousand Ninety-six & 78/100 ($15,096.78) Dollars, plus interest thereon at the rate of eighteen percent (18%) per annum from March 31, 1984 until paid, plus a reasonable sum for plaintiff's attorney's fees and for plaintiff's costs and disbursements incurred herein.

Plaintiff State of Oregon, Department of Transportation, Highway Division, on relation of Albina Fuel Company, prays for judgment in the second and third claims for relief against defendants Donald M. Drake Company and United Pacific Insurance Company in the amount of Twelve Thousand Two Hundred Fifty-eight and 79/100 ($12,258.79) Dollars, plus interest thereon at the rate of eighteen percent (18%) per annum from March 31, 1984 until paid, plus a reasonable sum for plaintiff's attorney's fees and plaintiff's costs and disbursements incurred herein.

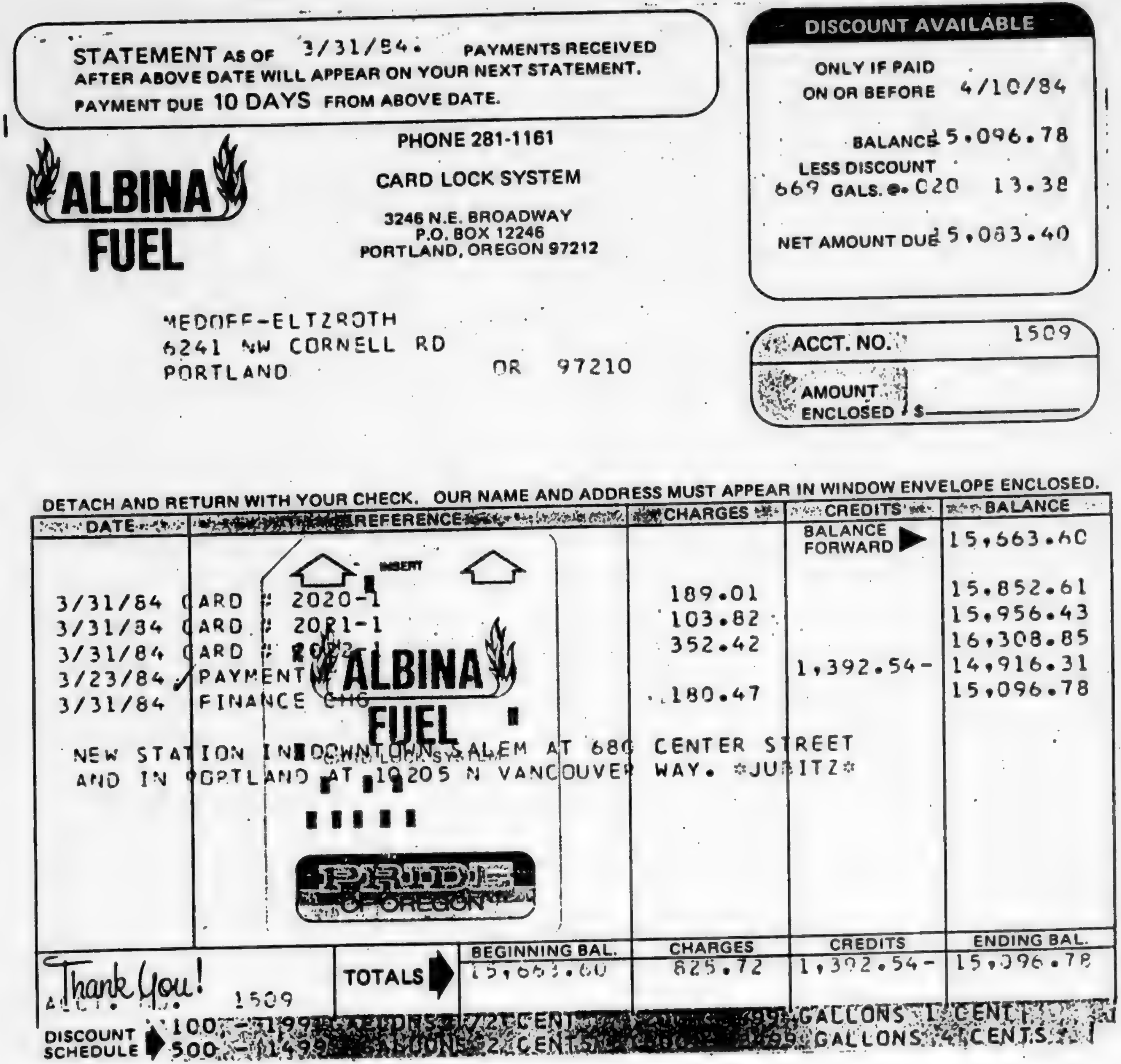
CASTEEL & CARSON, P. C.
By: /s/ JAMES L. CASTEEL
James L. Casteel, OSB #71201
Of Attorneys for Plaintiff

Trial Attorney:

James L. Casteel, OSB #71201

ALBINA FUEL COMPANY
vs. KERMIT G. MEDOFF
and HAL E. ELTZROTH

COMPLAINT - EXHIBIT A



STATEMENT AS OF 3/31/84. PAYMENTS RECEIVED AFTER ABOVE DATE WILL APPEAR ON YOUR NEXT STATEMENT.
PAYMENT DUE 10 DAYS FROM ABOVE DATE.

ALBINA FUEL

PHONE 281-1161

CARD LOCK SYSTEM

3246 N.E. BROADWAY
P.O. BOX 12246
PORTLAND, OREGON 97212

DISCOUNT AVAILABLE

ONLY IF PAID ON OR BEFORE 4/10/84

BALANCE	15,096.78
LESS DISCOUNT 669 GALS. @ .020	13.38
NET AMOUNT DUE	15,083.40

MEDOFF-ELTZROTH
6241 NW CORNELL RD
PORTLAND OR 97210

ACCT. NO. 1509

AMOUNT ENCLOSED $

DETACH AND RETURN WITH YOUR CHECK. OUR NAME AND ADDRESS MUST APPEAR IN WINDOW ENVELOPE ENCLOSED.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
			BALANCE FORWARD ▶	15,663.60
3/31/84	CARD # 2020-1	189.01		15,852.61
3/31/84	CARD # 2021-1	103.82		15,956.43
3/31/84	CARD # 20[illegible]	352.42		16,308.85
3/23/84	PAYMENT		1,392.54-	14,916.31
3/31/84	FINANCE CHG	180.47		15,096.78

NEW STATION IN DOWNTOWN SALEM AT 680 CENTER STREET AND IN PORTLAND AT 10205 N VANCOUVER WAY. *JUBITZ*

INSERT

ALBINA FUEL

CARD LOCK SYSTEM

PRIDE OF OREGON

Thank You!

ACCT. NO. 1509

TOTALS ▶	BEGINNING BAL.	CHARGES	CREDITS	ENDING BAL.
	15,663.60	825.72	1,392.54-	15,096.78

DISCOUNT SCHEDULE ▶ 100 - 199 GALLONS 1/2 CENT [illegible] GALLONS 1 CENT
500 - 1499 GALLONS 2 CENTS [illegible] GALLONS 4 CENTS

EXHIBIT A

ADDITIONAL TERMS CARDLOCK USE

Supplier: ALBINA FUEL CO.

PURCHASER: MEDOFF and ELTZROTH

1. Time is of the essence of this agreement.

2. Minimum monthly purchases of 200 gallons required.

3. Purchaser shall be responsible for all purchases by Purchaser or any other person using cardlock cards issued to Purchaser, regardless of whether use by any other person is unauthorized or fraudulent.

4. A card deposit is required for each account.

5. If there is any change in the ownership of Purchaser or if substantially all of the assets of Purchaser are sold, Purchaser shall promptly notify Supplier of such sale and Supplier shall have a lien on all the assets of Purchaser and a lien on the proceeds of such sale to secure payment of all outstanding sums owing to Supplier.

6. Purchaser represents that it and any person using the cardlock cards delivered to Purchaser are and shall be aware of the proper use of the cardlock system and shall use safe practices in compliance with the regulations of the local Fire Code in the handling of the fuels dispensed from the cardlock system. Purchaser agrees to indemnify and hold Supplier harmless from any claims and costs including, but expressly not limited to, those for bodily injury and property damage which may be occasioned by the negligence or misuse of the cardlock system by Purchaser or any person using the cardlock system with cardlocks cards delivered to Purchaser hereunder.

7. Supplier shall use its best efforts to maintain the cardlock system in good working order and condition at its expense; provided, however, Supplier shall not be responsible for any damage or loss which may result from its failure to provide fuel or the failure of the cardlock system in any manner whatsoever. Purchaser agrees that it and any person using the cardlock cards delivered to Purchaser shall promptly notify Supplier of any malfunctioning of the cardlock system of which Purchaser or such person is aware.

8. Purchaser's right to purchase fuel through the cardlock system may be terminated immediately upon any breach of any of the terms hereof or of any other agreement with Supplier and may be terminated upon 30 days notice by either party. Upon termination Purchaser agrees to immediately surrender all cardlock cards issued to Purchaser and to immediately pay all outstanding sums owing to Supplier. Supplier shall refund the deposit to Purchaser when all cards are returned and all amounts owing to Supplier are paid in full.

⑨ In the event of a breach of any of the terms of this agreement or any other agreement between Purchaser and Supplier, including but expressly not limited to the failure to pay sums owing to Supplier when due, then in addition to any other sums due or payable to Supplier by Purchaser, Purchaser agrees to pay the reasonable attorney fees and costs incurred by Supplier in the enforcement of Supplier's rights even though no suit or action is filed and if suit or action is filed to enforce the rights of Supplier then such further sum as the court may adjudge reasonable as attorney fees at trial or on appeal of such suit or action in addition to all other sums provided by law.

GUARANTY

Notwithstanding that this account is established in the name of Purchaser the undersigned personally guarantees the performance by Purchaser of all of its obligations hereunder.

EXHIBIT B

NOTICE OF CLAIM

TO: SECRETARY OF STATE
State of Oregon
Salem, OR 97310

H.S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Attn: Clerk or Auditor

NOTICE IS HEREBY GIVEN that the undersigned, Albina Fuel Company has a claim for the sales price of diesel fuel, gasoline and oil supplied and sold to Kermit G. Medoff and Hal E. Eltzroth, doing business under the assumed business name of Medoff and Eltzroth, in the amount of $15,096.78. This diesel fuel, gasoline and oil was used by the recipient for the prosecution of work as a subcontractor in the project known as North Tigard and South Tigard Interchange Project, which we believe is Oregon State Highway Contract No. 9615, prime contractor, Drake Construction Company. This claim is against the principal and surety of that bond, we believe to be described as United Pacific Insurance Company, bond no. 493921, taken for the project described as North Tigard and South Tigard Interchange Project.

DATED this 19th day of September, 1984.

ALBINA FUEL COMPANY
BY N L Arntson
NEAL ARNTSON, President

cc: Fred Miller, Director
State of Oregon, Department of Transportation
140 Transportation Building
Salem, OR 97310

Bob Shotwell
North Tigard & South Tigard Interchange Project Manager
4755 S.W. Watson
Beaverton, OR 97005

Donald M. Drake Company
c/o David R. Trachtenberg, Attorney
610 S.W. Alder Street, Suite 800
Portland, OR 97205

EXHIBIT C

Medoff and Eltzroth
6241 N.W. Cornell Road
Portland, OR 97210

United Pacific Insurance Company
825 N.E. Multnomah
Portland, OR 97232

EXHIBIT C

9615

CERTIFIED
A TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

ALBINA FUEL COMPANY,
an Oregon corporation, and
STATE OF OREGON, DEPARTMENT OF
TRANSPORTATION, HIGHWAY
DIVISION, Ex Rel ALBINA FUEL
COMPANY, an Oregon corporation,

Plaintiffs,

v.

KERMIT G. MEDOFF, HAL E.
ELTZROTH, UNITED PACIFIC
INSURANCE COMPANY, a Washington
corporation and DONALD M. DRAKE
COMPANY, an Oregon corporation.

Defendants.

A8510-06783

No. ____________

COMPLAINT

Plaintiff Albina Fuel Company by way of its FIRST CLAIM FOR RELIEF ALLEGES:

1

Plaintiff is now, and at all material times, has been an Oregon corporation.

2

At all material times, defendants Kermit G. Medoff and Hal E. Eltzroth were and now are, engaged in business as excavation contractors under the assumed business name of Medoff and Eltzroth, and were, and now are partners.

3

Defendants Kermit G. Medoff and Hal E. Eltzroth are indebted to plaintiff in the sum of Fifteen Thousand Ninety-six and 78/100 ($15,096.78) Dollars, plus interest on that amount at eighteen percent (18%) per annum from March 31, 1984 until paid, for the balance of an account for various quantities of diesel fuel, gasoline and oil sold to the said defendants between April 30, 1982 and March 31, 1984. A copy of a statement of account is attached to this complaint, marked Exhibit A and incorporated herein by this reference.

4

The indebtedness due plaintiff is the unpaid portion of charges by plaintiff against said defendants Kermit G. Medoff and Hal E. Eltzroth for the price and reasonable value of goods sold and delivered by plaintiff to said defendants at said defendants' special instance and request. Plaintiff has made demand, but said defendants have made no payment on account of the indebtedness.

5

The account of defendants Kermit G. Medoff and Hal E. Eltzroth with plaintiff was established under the terms and conditions of plaintiff's "Card Lock System" account, and all sales to said defendants were made only upon the terms and conditions governing said defendants' use of the Card Lock System. A copy of these terms and conditions is attached to this complaint, marked Exhibit B and incorporated herein by this reference. Pursuant to these terms and conditions, defendants are obligated to pay reasonable attorney's fees and costs incurred by plaintiff in the enforcement of plaintiff's rights due to said defendants' failure to pay the indebtedness as alleged herein. Defendants further agreed to pay a finance charge of One and one-half percent (1-1/2%) per month, eighteen percent (18%) per annum, on any delinquent balances.

6

Plaintiff has been obliged to employ an attorney to enforce its' rights and to commence and prosecute this action due to the failure of defendants Kermit G. Medoff and Hal E. Eltzroth to pay the indebtedness owing on their account as alleged herein. Plaintiff should be allowed a reasonable sum for plaintiff's attorney's fees in this action.

7

Plaintiff has performed all conditions on its part necessary to collect this account.

Plaintiff, State of Oregon, Department of Transportation, Highway Division, on the relation of Albina Fuel Company, alleges by way of a SECOND CLAIM OF RELIEF:

8

Realleges all allegations contained in paragraphs 1 through 7 in plaintiff Albina Fuel Company's first claim for relief.

9

That portion of diesel fuel, gasoline and oil described in paragraph 3 hereinabove, purchased by defendants Kermit G. Medoff and Hal E. Eltzroth during the period from May 1, 1984 through September 30, 1984, for the reasonable value and price of Twelve Thousand Two Hundred Fifty-eight and 79/100 (12,258.79) Dollars was used for the prosecution of work on that certain public contract known as the North Tigard Interchange - South Tigard Interchange section of the Pacific Highway, Multnomah, Washington and Clackamas Counties, reference number 9615, prime contractor, Donald M. Drake Company. The prime contractor Donald M. Drake Company hired defendants Kermit G. Medoff and Hal E. Eltzroth as sub-contractors to perform work in furtherance of the aforesaid public contract and project.

10

The prime contractor on said project, defendant Donald M. Drake Company (hereinafter referred to as "Drake") provided to the State of Oregon, Department of Transportation, Highway Division, a contractor's bond as required by ORS 279.092 (2)(b). Defendant Drake executed said bond as principal and defendant United Pacific Insurance Company executed said bond as surety.

11

Plaintiff duly filed notices of claim pursuant to ORS 279.526 on or about September 24, 1984 with the State of Oregon, Department of Transportation, Highway Division, and with the State of Oregon, Secretary of State. Copies were sent to defendant Donald M. Drake Company, defendants Kermit G. Medoff and Hal E. Eltzroth and defendant United Pacific Insurance Company. A true copy of said notice is attached hereto and marked Exhibit C and incorporated herein by this reference. Plaintiff is entitled to payment of the amount of Twelve Thousand Two Hundred Fifty-eight & 79/100 ($12,258.79) Dollars under the bond pursuant to ORS Chapter 279.

12

Plaintiff has duly demanded payment from Drake as principal on the bond, but Drake has failed and refused to pay any sum whatsoever all to plaintiff's damage.

13

Plaintiff should be allowed a reasonable sum for plaintiff's attorney's fees in this action.

Plaintiff Albina Fuel Company on the relation of the State of Oregon, Department of Transportation, Highway Division, alleges by way of a THIRD CLAIM FOR RELIEF:

14

Realleges each allegation of the first and second claims for relief set forth hereinabove.

15

Any and all conditions for the liability of defendant United Pacific Insurance Company as surety on said bond have occurred, demand has been made upon said defendant for payment of plaintiff's claim, but said defendant has failed to pay any part thereof.

16

Plaintiff should be allowed a reasonable sum for plaintiff's attorney's fees in this action.

WHEREFORE, plaintiff Albina Fuel Company prays for judgment in the first claim for relief against defendants Kermit G. Medoff and Hal E. Eltzroth in the amount of Fifteen Thousand Ninety-six & 78/100 ($15,096.78) Dollars, plus interest thereon at the rate of eighteen percent (18%) per annum from March 31, 1984 until paid, plus a reasonable sum for plaintiff's attorney's fees and for plaintiff's costs and disbursements incurred herein.

Plaintiff State of Oregon, Department of Transportation, Highway Division, on relation of Albina Fuel Company, prays for judgment in the second and third claims for relief against defendants Donald M. Drake Company and United Pacific Insurance Company in the amount of Twelve Thousand Two Hundred Fifty-eight and 79/100 ($12,258.79) Dollars, plus interest thereon at the rate of eighteen percent (18%) per annum from March 31, 1984 until paid, plus a reasonable sum for plaintiff's attorney's fees and plaintiff's costs and disbursements incurred herein.

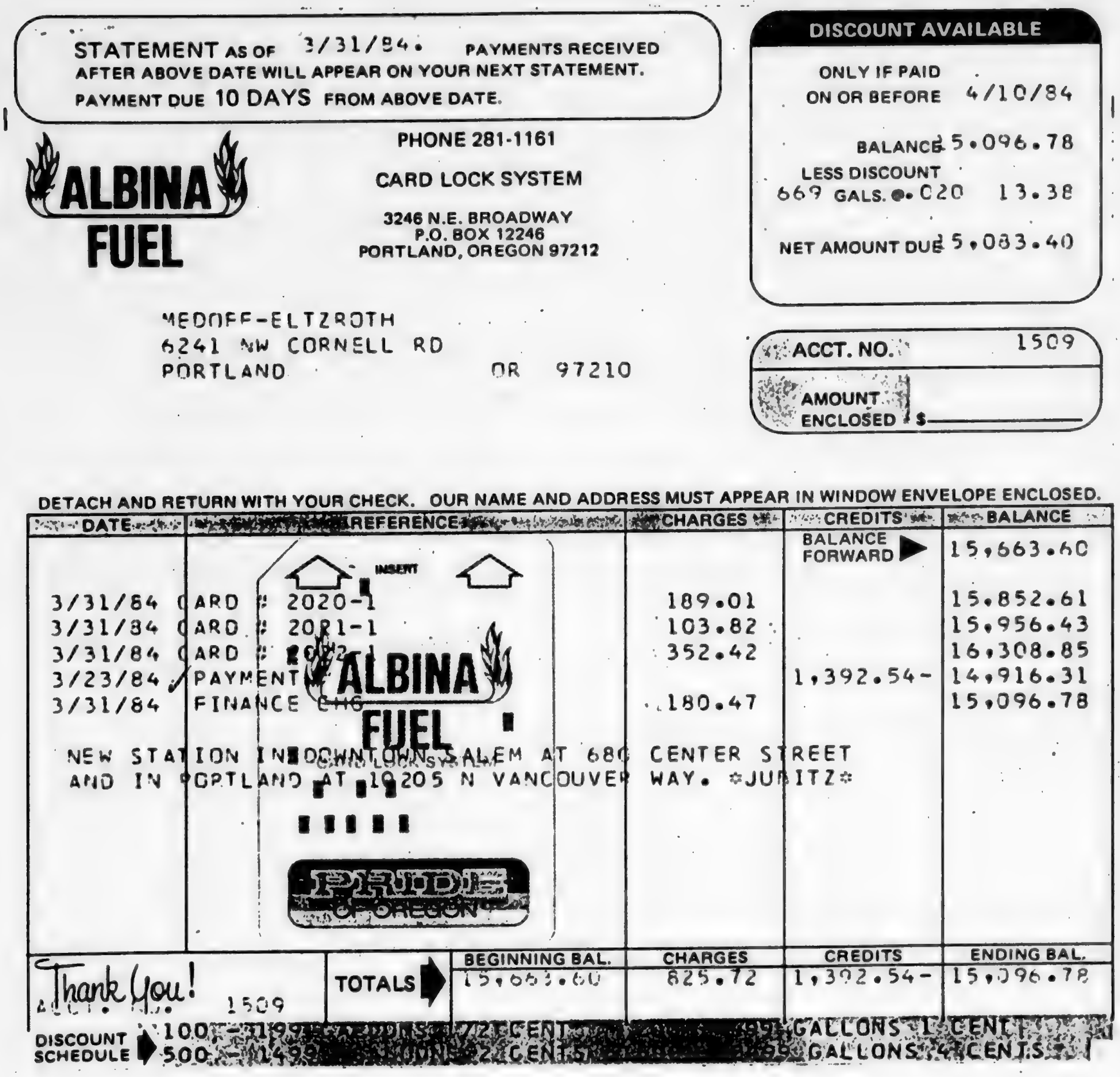
CASTEEL & CARSON, P. C.
By: /s/ JAMES L. CASTEEL
James L. Casteel, OSB #71201
Of Attorneys for Plaintiff

Trial Attorney:

James L. Casteel, OSB #71201

ALBINA FUEL COMPANY
vs. KERMIT G. MEDOFF
and HAL E. ELTZROTH

COMPLAINT - EXHIBIT A



STATEMENT AS OF 3/31/84. PAYMENTS RECEIVED AFTER ABOVE DATE WILL APPEAR ON YOUR NEXT STATEMENT.
PAYMENT DUE 10 DAYS FROM ABOVE DATE.

DISCOUNT AVAILABLE

ONLY IF PAID
ON OR BEFORE 4/10/84

BALANCE 15,096.78
LESS DISCOUNT
669 GALS. @ .020 13.38

NET AMOUNT DUE 15,083.40

ALBINA FUEL

PHONE 281-1161

CARD LOCK SYSTEM

3246 N.E. BROADWAY
P.O. BOX 12246
PORTLAND, OREGON 97212

MEDOFF-ELTZROTH
6241 NW CORNELL RD
PORTLAND OR 97210

ACCT. NO. 1509

AMOUNT ENCLOSED $________

DETACH AND RETURN WITH YOUR CHECK. OUR NAME AND ADDRESS MUST APPEAR IN WINDOW ENVELOPE ENCLOSED.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
			BALANCE FORWARD	15,663.60
3/31/84	CARD # 2020-1	189.01		15,852.61
3/31/84	CARD # 2021-1	103.82		15,956.43
3/31/84	CARD # 2022-1	352.42		16,308.85
3/23/84	PAYMENT		1,392.54-	14,916.31
3/31/84	FINANCE CHG	180.47		15,096.78

NEW STATION IN DOWNTOWN SALEM AT 680 CENTER STREET
AND IN PORTLAND AT 10205 N VANCOUVER WAY. *JUBITZ*

	TOTALS	BEGINNING BAL.	CHARGES	CREDITS	ENDING BAL.
Thank You! ACCT. NO. 1509		15,663.60	825.72	1,392.54-	15,096.78

DISCOUNT SCHEDULE
100 - 199 [illegible] 1/2 CENT [illegible] GALLONS 1 CENT
500 - 1499 [illegible] 2 CENTS [illegible] GALLONS 4 CENTS

EXHIBIT A

ADDITIONAL TERMS CARDLOCK USE

Supplier: ALBINA FUEL CO.

PURCHASER: MEDOFF and ELTZROTH

1. Time is of the essence of this agreement.

2. Minimum monthly purchases of 200 gallons required.

3. Purchaser shall be responsible for all purchases by Purchaser or any other person using cardlock cards issued to Purchaser, regardless of whether use by any other person is unauthorized or fraudulent.

4. A card deposit is required for each account.

5. If there is any change in the ownership of Purchaser or if substantially all of the assets of Purchaser are sold, Purchaser shall promptly notify Supplier of such sale and Supplier shall have a lien on all the assets of Purchaser and a lien on the proceeds of such sale to secure payment of all outstanding sums owing to Supplier.

6. Purchaser represents that it and any person using the cardlock cards delivered to Purchaser are and shall be aware of the proper use of the cardlock system and shall use safe practices in compliance with the regulations of the local Fire Code in the handling of the fuels dispensed from the cardlock system. Purchaser agrees to indemnify and hold Supplier harmless from any claims and costs including, but expressly not limited to, those for bodily injury and property damage which may be occasioned by the negligence or misuse of the cardlock system by Purchaser or any person using the cardlock system with cardlocks cards delivered to Purchaser hereunder.

7. Supplier shall use its best efforts to maintain the cardlock system in good working order and condition at its expense; provided, however, Supplier shall not be responsible for any damage or loss which may result from its failure to provide fuel or the failure of the cardlock system in any manner whatsoever. Purchaser agrees that it and any person using the cardlock cards delivered to Purchaser shall promptly notify Supplier of any malfunctioning of the cardlock system of which Purchaser or such person is aware.

8. Purchaser's right to purchase fuel through the cardlock system may be terminated immediately upon any breach of any of the terms hereof or of any other agreement with Supplier and may be terminated upon 30 days notice by either party. Upon termination Purchaser agrees to immediately surrender all cardlock cards issued to Purchaser and to immediately pay all outstanding sums owing to Supplier. Supplier shall refund the deposit to Purchaser when all cards are returned and all amounts owing to Supplier are paid in full.

⑨ In the event of a breach of any of the terms of this agreement or any other agreement between Purchaser and Supplier, including but expressly not limited to the failure to pay sums owing to Supplier when due, then in addition to any other sums due or payable to Supplier by Purchaser, Purchaser agrees to pay the reasonable attorney fees and costs incurred by Supplier in the enforcement of Supplier's rights even though no suit or action is filed and if suit or action is filed to enforce the rights of Supplier then such further sum as the court may adjudge reasonable as attorney fees at trial or on appeal of such suit or action in addition to all other sums provided by law.

GUARANTY

Notwithstanding that this account is established in the name of Purchaser the undersigned personally guarantees the performance by Purchaser of all of its obligations hereunder.

____

____

EXHIBIT B

NOTICE OF CLAIM

TO: SECRETARY OF STATE
State of Oregon
Salem, OR 97310

H.S. Coulter
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Attn: Clerk or Auditor

NOTICE IS HEREBY GIVEN that the undersigned, Albina Fuel Company has a claim for the sales price of diesel fuel, gasoline and oil supplied and sold to Kermit G. Medoff and Hal E. Eltzroth, doing business under the assumed business name of Medoff and Eltzroth, in the amount of $15,096.78. This diesel fuel, gasoline and oil was used by the recipient for the prosecution of work as a subcontractor in the project known as North Tigard and South Tigard Interchange Project, which we believe is Oregon State Highway Contract No. 9615, prime contractor, Drake Construction Company. This claim is against the principal and surety of that bond, we believe to be described as United Pacific Insurance Company, bond no. 493921, taken for the project described as North Tigard and South Tigard Interchange Project.

DATED this 19th day of September, 1984.

ALBINA FUEL COMPANY
BY
NEAL ARNTSON, President

cc: Fred Miller, Director
State of Oregon, Department of Transportation
140 Transportation Building
Salem, OR 97310

Bob Shotwell
North Tigard & South Tigard Interchange Project Manager
4755 S.W. Watson
Beaverton, OR 97005

Donald M. Drake Company
c/o David R. Trachtenberg, Attorney
610 S.W. Alder Street, Suite 800
Portland, OR 97205

EXHIBIT C

Medoff and Eltzroth
6241 N.W. Cornell Road
Portland, OR 97210

United Pacific Insurance Company
825 N.E. Multnomah
Portland, OR 97232

EXHIBIT C

9615

DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226 3991

September 7, 1984

RECEIVED
STATE HWY ENGR
SEP 11 '84
REFER TO K. Turner
FOR

Info	Inves	R/D	O/R	Sign	Act	File
					✓	

Orig to 9/13

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

ATTEN: H. S. Coulter, P. E.
State Highway Engineer

RE: North Tigard - South Tigard Interchanges
Contract No. 9615
Show Cause Notice

Gentlemen:

We hereby commit to the below described corrective action plan, which we have developed in response to your letter of August 27, 1984, and the meeting held in our offices on September 5th with Mr. Widmer and Ms. Turner. This corrective action plan applies, as set forth in your August 27th letter, to carpenter and operator minorities; and laborer, carpenter, cement masons and operator females.

The purposed corrective action plan will consist of the following:

1. Submit a monthly progress report that will include a combined Form 257 for the tri-county area and a list of minority employees.
2. The Vice President-EEO Officer will call all four unions described above, during the week beginning September 10th, and forcefully insist that we be given better response from our future dispatch requests for females and minorities, than we have received from these unions in the past.
3. We will then monitor closely, and document, whether or not the respective unions improve their dispatch performance in the tri-county area.
4. Advertise regularly in the Oregonian for female masons (necessary because we know of no referral sources for female masons.)
5. Follow up with Judewa Construction Services for female laborers. Although we have been promised a referral of qualified and trained female laborers by Judewa, none have been received to date.
6. If and when received from ODOT, contact and follow up with other potential referral sources of female workers in all four crafts.
7. Require each job in the tri-county area to furnish a weekly report summarizing dispatch requests and responses. These reports will be consolidated in the Main Office weekly, and summarized monthly.

INCORPORATED JANUARY 2 1973

8. The Vice President-EEO Officer will contact all project managers weekly, or more frequently, to report on progress of this corrective action plan and with special emphasis on the specific crafts, for minorities or females or both as applicable, should substantive progress not be forthcoming during the next three weeks.

We look forward to receiving the additional referral sources for female craft workers which Kay Turner offered to provide during the September 5th meeting. If you should have any other suggestions on how to improve our affirmative action efforts, we would be very pleased to receive these comments.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-EEO Officer

DBK/led
cc: Mr. Dennis Hammond

CONCILIATION AGREEMENT

Subsequent to Show Cause Notice

If, at any time in the future, ODOT believes that Donald M. Drake Company has violated any portion of this agreement, The Company shall be promptly notified of the fact in writing. This notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, the notification shall provide The Company with 15 days to respond in writing except where ODOT alleges that such delay would result in irreparable injury. It is understood that enforcement proceedings for violation of this agreement may be initiated at any time after the 15 day period has elapsed (or sooner if irreparable injury is alleged) without issuance of a Show Cause Notice.

It is recognized that where ODOT believes that the contractor has breached the conciliation agreement, evidence regarding the entire scope of alleged non-compliance which gave rise to the Show Cause Notice from which the concilation agreement resulted, in addition to evidence regarding alleged violation of the conciliation agreement, may be introduced at the enforcement proceeding.

It is further recognized that liability for violation of this agreement may subject Donald M. Drake Company to sanctions as set forth under law.

Donald M. Drake Company
By
Vice President-EEO Officer

September 7, 1984
Date

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

August 27, 1984

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

Attn: Don Kane
Company EEO Officer

Gentlemen:

N. Tigard Intch.-S. Tigard Intch.
FAP No. I-5-5(73)293
Contract No. 9615
Show Cause Notice

As a result of the review on the above project conducted on March 29, 1984, and a follow-up review conducted on August 15, 1984 by the Oregon State Highway Division, it is our determination that you are not in compliance with your equal opportunity requirements and that good faith efforts have not been made to meet your equal opportunity requirements in the following areas:

1. Failure to take the necessary corrective actions to meet the contract workforce goals for minorities in the carpenter and operator crafts and female workforce goals in the laborers, carpenter, cement mason and operator crafts.

2. Failure to implement the voluntary corrective action plan dated April 9, 1984 to the fullest extent possible.

Your failure to take the contractually required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semi-skilled and skilled categories of employees.

Form 734-3122

The Federal Highway Administration Title 23 CFR 140 regulations are applicable to your Federal and/or Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause II). Title 23 USC 140 provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Federal Highway Administration your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at your Portland office at 1740 N.W. Flanders St. on September 5, 1984 at 1:30 p.m. for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Department of Transportation and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal and/or Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to Kay Turner, Manager, EEO, MBE & Labor Compliance, Highway Division, Department of Transportation, Transportation Building, Salem, Oregon 97310, Phone (503) 373-7213.

Sincerely,

H S Coulter

H. S. Coulter, P.E.
State Highway Engineer

HSC:mk

Encls. Sample Corrective Action Plan
Conciliation Agreement

cc: Dale E. Wilken, FHWA Division Administrator

SAMPLE CORRECTIVE ACTION PLAN

Deficiency 1: Sources likely to yield minority employees have not been contacted for recruitment purposes.

Commitment: We have developed a system of written job applications at our home office which readily identifies minority applicants. In addition to this, as a minimum, we will contact the National Association for the Advancement of Colored People (NAACP), League of Latin American Citizens (LULAC), Urban League, and the Employment Security Office within 20 days to establish a referral system for minority group applicants and expand our recruitment base. We are in the process of identifying other community organizations and associations that may be able to provide minority applicants and will submit an updated listing of recruitment sources and evidence of contact by (Date).

Deficiency 2: There have been inadequate efforts to locate, qualify, and increase skills of minority and female employees and applicants for employment.

Commitment: We will set up an individual file for each apprentice or trainee by (Date) in order to carefully screen the progress, ensure that they are receiving the necessary training, and being promoted promptly upon completion of training requirements. We have established a goal of at least 50 percent of our apprentices and trainees will be minorities and 15 percent will be female. In addition to the commitment made to deficiency number 1, we will conduct a similar identification of organizations able to supply female applicants. Based on our projected personnel needs, we expect to have reached our 50 percent goal for apprentices and trainees by (Date).

Deficiency 3: Very little effort to assure subcontractors have meaningful minority group representation among their employees.

Commitment: In cooperation with the Regional Office of Minority Business Enterprise, Department of Commerce, and the local NAACP, we have identified seven minority-owned contractors that may be able to work on future contracts we may receive. These contractors (identified in the attached list) will be contacted prior to our bidding on all future contracts. In addition, we have scheduled a meeting with all subcontractors currently working on our contracts. This meeting will be held to inform the

the subcontractors of our intention to monitor their reports and require meaningful minority representation. This meeting will be held on ______(Date)__________ and we will summarize the discussions and current posture of each subcontractor for your review by ______(Date)________________.

Additionally, as requested, we will submit an CC-SF-257 or Special PR 1391's ______(Date)__________, ______(Date)__________, ______(Date)__________.

Finally, we have committed ourselves to maintaining at least___ percent minority and female representation in each trade during the time we are carrying out the above commitments. We plan to have completely implemented all the provisions of these commitments by ______(Date)______.

t

August 7, 1984

Geraldine Ball
11515 SW 91st Avenue
Portland, OR 97223

COM

Dear Mrs. Ball:

Per our letter of July 25, 1984, we are enclosing a list of properties which were authorized for condemnation at the July 31 meeting. If you wish additional information, please let us know.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kjm
Encl.

July 25, 1984

Geraldine Ball
11515 SW 91st Avenue
Portland, OR 97223

COM

Dear Mrs. Ball:

In response to your letter of July 15, we are attaching copies of the advanced minutes of the June 19 Commission meeting and the advance agenda for the July 31 Commission meeting. We will not receive the list of condemnations until the morning of July 31st. If there are any in Washington County, we will let you know.

We are placing copies of your letter in front of the Commission at their July meeting.

Several months ago, you left a photo album at the Commission meeting. We have the album in our office. Do you wish us to mail it back to you or is it for our records?

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
Attachment

Oregon Transportation Commission Meeting
July 17, 1984

Jormsen's copy

Mr. Chairman and Members of the Commission:

My name is Geraldine Ball and I am writing you in behalf of DJB, Inc. and myself, G. L. Ball.

First, we want to thank you for your efforts in our behalf. Things have gone from bad to worse since I appeared before you on May 15, 1984. I am unable to attend your July 17 meeting so am using this method of getting the information to you.

The Oregon Dept. of Transportation solved their water problem on S. W. 68th with the help of the City of Tigard. When the City of Tigard constructed the drainage ditches for the sewer laterals they sloped them so the water on S. W. 68th would go into our property. They also had Doug Construction of Salem have Keppinger Blasting do directional blasting so as to take care of some of the Highway water.

We appreciated receiving Mr. Coulter's letter of July 6, 1984 with Mr. Harwood's letter to Mr. Schwartz attached. We will respond to Mr. Harwood's explanations.

(2) Paragraph 2 refers to T. L. 6600, Map 1 S 1 36 DD, and just this past week the black pipe that carries this water was repaired. At present the water is being directed into the original drainage ditch and this water will not be switched over to the new drainage culvert constructed for the City of Tigard. My question is what will happen to this water.

(3) Catch basin located in front of T. L. 6600, Map 1 S 1 36DD, now has a floor poured but instead of being just cement it is mixed with silt and water so not a very solid floor.

(4)(a) To say they don't know anything about the culverts we referred to is unbelievable. At the time I appeared before you in May I only know about the culverts that were planted on T. L. 6600, Map 1 S 1 36 DD. However, when the City of Tigard had the main sewer line constructed for L.I.D. it confirmed that the culverts were also in the ODOT property and leading into T. L. 6600. The one culvert is just to the north of the 100 year old oak tree that I have been trying to preserve as a landmark. The City of Tigard have them located on their map and even told me that ODOT might decide to abandon one.

(b) The trees that they pushed over on our property and were to remove have now been pushed further on our property and in so doing they ran a cat and made tracks whereas it had been agreed they would be removed without going on our property. He states he doesn't know about clay and rocks - in one case I called the police when Vic and the Drake man were there - so it is on the police record..and this is just one of the manyinstances. In one place on T. L. 1200 Drake placed clay dirt four times. I dug it off three times and the last time it was such a large quantity I could only take out the many branches they mixed in it and some of the larger pieces of heavy clay - the balance still remains.

(c) The concrete slabs were not left over from a previous demolition. The ODOT had the fire dept. burn the house and then it was filled with clay dirt and the pictures show no concrete slabs at that time - they appeared later and I had them removed and two weeks later half of them were back in again. This was just before I called the police on the other matter and I had just had them removed for the second time and the police officer told them not to put them back again.

Thank you again for your concern.

cc H.S. Coulter
Ed Hardt
Al Harwood

7/31/84
copies
placed in
front of
OTC at
meeting
by RWG

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DJB INC. 11515 S.W. 91ST AVENUE PORTLAND, OREGON 97223 U.S.A. (503) 639-2900

July 15, 1984

Mr. Robert W. Gormsen
Commission Services
Oregon Transportation Commission
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Thank you very much for your letter of June 20 with the June 19 and May minutes attached.

I will be unable to attend the July 17 meeting of the Commission. I would greatly appreciate it if you would send me a copy of the agenda and the minutes of June 19 as well as a list of any condemnations in Washington County...authorized at the July 17 meeting.

Since I will be unable to attend the Commission meeting I would appreciate it greatly if you would see that the Chairman gets the attached copy and if possible I would appreciate it if you would run copies for the other commissioners.

Sincerely,

Geraldine L Ball

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1615

t

July 6, 1984

CON

Mrs. Geraldine Ball
11515 SW 91st Avenue
Tigard, OR 97223

This is in response to your June 15 letter to the Oregon Transportation Commission concerning your appearance before the Commission May 19. Mr. Harwood has reviewed the items brought up in your statement before the Commission May 19. He advises that most of these items have been discussed with you and your attorney at various meetings and in correspondence between Mr. Harwood and Mr. Anderson.

Mr. Harwood advises that the drainage work on the project is not complete and that when completed, the system will adequately handle water, for which the State is responsible, in a satisfactory manner.

For your information, I have enclosed a copy of a letter from Mr. Harwood to Mr. Schwartz discussing specific items in your statement before the Commission.

H. S. Coulter
State Highway Engineer

Enc.

ACH:se

bc E. L. Hardt
A. C. Harwood

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Ass't State Highway Engineer

DATE: June 29, 1984

FROM: Allan Harwood
ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: N. TIGARD-S. TIGARD INTERCHANGE
Contract 9615

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 3 '84
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

This is in response to the statement made to the Oregon Transportation Commission by Geraldine Ball at the Commission meeting May 15, 1984. Most of the items Mrs. Ball presented have been discussed and have been the subject of previous correspondence. The paragraphs on Mrs. Ball's document have been numbered 1 through 10, and a copy of that document showing those paragraphs as numbered is enclosed for your information. Also enclosed is a letter dated May 23, 1984 from Project Manager Shotwell responding to items in Mrs. Ball's letter. Bob's paragraph numbers also correspond to the numbers on the Ball document.

Paragraph 1 - I know of no water being directed onto the Ball property. I personally visited the project on several occasions, and observed where there was evidence of water which had overflowed onto Ball property, or which due to minor ponding had backed up onto Ball property. However, there was no evidence of damage, and I would not describe the condition as "directing water onto Ball property."

The maps that I furnished Mrs. Ball referred to in Paragraph 1 represent the completed drainage system. At the present time the drainage system is not complete. When completed the drainage system that we're installing will be adequate to accommodate the water which is our responsibility.

Paragraph 2 - Please refer to Shotwell's May 23 letter. Apparently, an old pipe not adequately plugged created this situation.

Paragraph 3 - Catch basins referred to are not yet completed. Floors will be placed to contain the water.

Paragraph 4, Item A - We don't know anything about the culverts referred to in Mrs. Ball's letter.

Item B - There has on occasion been clearing debris which got over on Mrs. Ball's property. This was discussed during meetings with Mrs. Ball and her attorney last November. Please refer to my letter of December

cy Mrs. Ball (w/out enc.)
7-6-84

81-125-1387

CL84-120

9615-

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 03 1984
NORMA PAULUS
SECRETARY OF STATE

July 5, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9615

Fred B. Miller
Attorney at Law
111 SW Columbia St., Suite 1040
Portland, OR 97201

Dear Mr. Miller:

This will acknowledge your letter dated June 7, 1984, filing a claim on behalf of Landworks Northwest, Inc., concerning the following Highway Division contract:

FILED BY:	Landworks Northwest, Inc.
AMOUNT:	$4,825
FOR:	Equipment rental
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Oregon Rock Products, Inc.
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

NOTED ON CARD
7-9-84 kjm

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Dept.
33405-8th Ave., S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
Portland Branch Office
825 NE Multnomah, Suite 300, Portland, OR 97232

Donald M. Drake Co.
1740 NW Flanders
Portland, OR 97209

FRED B. MILLER
ATTORNEY AT LAW
SUITE 1040, 111 S.W. COLUMBIA STREET
PORTLAND, OREGON 97201
AREA CODE 503-228-4331

June 7, 1984

Mr. Robert Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Further to my letter of June 6 and our subsequent phone conversations, please make claim for my client against the labor and material payment bond posted for the work at the I-5 interchange at Tigard, Oregon where Donald M. Drake Company is the general contractor. Based upon the general contractor information I understand that you will specify the contract number required.

My client is Landworks Northwest, Inc. It makes claim for the reasonable rental value of a Joy Track Drill, and an air compressor over the period from March 22, 1984 until June 4, 1984. The agreed and reasonable rental due for this equipment over that period totals $4,825. My client, the claimant, furnished use of this equipment to Oregon Rock Products, Inc. of 12020 S. W. Tonquin Road, Sherwood, Oregon. Oregon Rock Products, Inc. obtained use of the equipment for the purpose of furnishing materials to the contractor or a subcontractor on the foregoing job.

Please forward me a copy the notice of claim which I understand you will prepare, present, and file in accordance with ORS 279.528. Thank you for your assistance.

Very truly yours,

FRED B. MILLER

FBM:ad

cc: Landworks Northwest, Inc.

#9615.

RECEIVED
JUN 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

June 25, 1984

In Reply Refer To
File No

Fred Anderson
Anderson, Dittman & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

Re: Water Problems
N. Tigard-S. Tigard Intchge.

In reviewing correspondence on the N. Tigard-S. Tigard Interchange project, it came to my attention that you had not received a response to your April 11, 1984 letter concerning drainage in the vicinity of the South Tigard Interchange. In looking at the sketch attached to your letter, it's my feeling that the area labeled "Observed to be saturated April 9, 1984" is very probably saturated as a result of run-off from the Ford distributorship rather than from anything we're doing.

As previously advised, our plans are to collect surface water and to control the surface water which falls on our facility and which is carried across the freeway. We accept no responsibility for water outside of our right-of-way, on property not under our control, nor do we accept any responsibility for drainage water flowing underground.

I previously sent to you drawings showing how the water will be handled. At this time we contemplate no significant changes in that plan. We do expect to have to provide some supplemental drainage to take care of localized ponding as discussed during our visit to the project last winter.

ALLAN C. HARWOOD
Metro Region Operations Engineer

734-1850

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
(503) 639-1121

FRED A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

April 11, 1984

Department of Transportation
Highway Division
Metro Region
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Attention: Edward L. Hardt
Allan C. Harwood

Re: Water Problems - N. Tigard - S. Tigard Interchange

I enclose for ready reference, two take-off copies of highway maps, each showing part of the westerly portion of the N. Tigard - S. Tigard Interchange, along with a third take-off copy of surveyor's portrayal of the lands of DJB, Inc. and G. L. Ball lying between 66th Avenue and 68th Avenue at the N. Tigard - S. Tigard Interchange.

As previously indicated, it was the Highway Department's plan and responsibility to make certain that none of the drainage waters above or below ground, in anywise arising in or near the N. Tigard - S. Tigard Interchange, including the area and cul-de-sac on 66th Avenue and down to 69th Avenue, would in anywise reach DJB, Inc. or G. L. Ball lands lying south of the proposed interchange.

In my several verbal and written communications with your office, it is my understanding that such drainage waters would be directed south on 66th Avenue or projected into drainage manholes and carried away, in such manner that none of it would cause any problems on privately owned lands, particularly those of DJB, Inc. and G. L. Ball.

The within take-off copies with red markings thereon are for the purpose of indicating to you the course of drainage water which is discharged onto DJB, Inc. lands near or within the cul-de-sac on 66th Avenue and just north of the Ford ownership, in such manner that it is permitted to flow underground easterly to westerly, and saturate the privately owned lands of DJB, Inc. and G. L. Ball, as shown on the reproduction of the Paris survey. As you are probably aware, Hydrologist Hughes indicated in the two thatched portions of the Paris survey, the saturated areas existing on April 21, 1983. Added to the thatched area observed to be saturated a year ago, is the additional area observed on April 9, 1984, denoted as lying between the thatched area and your new interchange, as shown in red on the enclosed Paris survey.

It may be that your development plans will ultimately carry out your professed intentions that no waters shall be discharged or reach private property from 66th Avenue, but the purpose of this letter at this time is to draw these facts to your attention so that in connection with the development of this interchange these problems will be adequately attended. If adequately attended in connection with the construction project, there should be no water that enters the private property of our clients from 66th Avenue at any point.

Additionally, we have shown by repeated "X" markings on both the take-off copies of the highway maps, the noted presence as of April 9, 1984, of drainage waters trapped or otherwise present at the interchange or southerly thereof on 68th Avenue. It was understood from Mr. Harwood on the occasion when he, his assistants, Mrs. Ball and myself were present, that disposition of all waters on 68th Avenue would be the responsibility of the Highway Department in connection with the development of that area.

If the factual situation is not in accordance with the foregoing, or I have misunderstood the intentions of the Highway Department in any respect, I would appreciate a written clarification, and in any event, I will look forward to your response.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr
Enclosures
cc: G. L. Ball

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: W E. SCHWARTZ
Ass't State Highway Engineer

DATE: June 25, 1984

FROM: Allan Harwood
ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: N. TIGARD-S. TIGARD SECTION
Contract No. 9615

This is in response to a statement made by Geraldine Ball before the Commission at the May meeting. We have had numerous contacts with Mrs. Ball and with her attorney, Fred Anderson, to discuss drainage and other problems in connection with construction on the subject project.

I have repeatedly assured Mrs. Ball and Mr. Anderson that we will adequately care for the surface water which is our responsibility. Even though considerable effort has been put forth to control drainage during construction, there have been occasions when water does spill over onto private property, or minor ponding of water on private property. However, I know of no damage that this has caused nor inconvenience. Other than very light silting or temporary wet areas there is no indication of the spillover. I am not aware of any water being directed onto Mrs. Ball's property.

The contractor's people and our people have been cautioned to not go onto the Ball property, nor to turn around in driveways leading to the Ball property. Occasionally a new employee may cross over the right-of-way line or use Mrs. Ball's driveway.

The particular pipe that Mrs. Ball refers to in her letter as being broken has been thoroughly inspected and we can find no indication of damage. Before we leave the project we will check all pipes, and if necessary hire a consultant to come in with video equipment to inspect the drainage pipes.

If there is a problem in the area, I think it's more the result of private development, including construction of the Ford Agency, than our activities. I feel that our plan for handling drainage will adequately take care of run-off which is our responsibility.

At this point in time the drainage work is far from being complete. We do expect to have it pretty well completed by next fall. There has been considerable correspondence back and forth between myself and Mrs Ball's attorney Fred Anderson. Copies of pertinent correspondence plus response to a previous complaint from Mrs. Ball to the Commission are enclosed for your information.

ACH/gw
Attachment

LIST OF ATTACHMENTS ACCOMPANYING LETTER TO SCHWARTZ OF JUNE 25

May 15, 1984 - Geraldine Ball statement to Commission.

March 16, 1983 - Letter from G. Ball to Giustina.

March 22, 1983 - Letter from Smith to Miller in response to March 16 letter.

May 11, 1984 - Al Harwood to Fred Anderson regarding May 9 meeting.

May 16, 1983 - Anderson to Harwood regarding May 9 meeting.

May 16, 1983 - Anderson to Shotwell; debris on Ball property.

May 27, 1983 - Harwood to Ball concerning safety and drainage.

June 9, 1983 - Anderson to Harwood concerning May 16 letter.

June 13, 1983 - Harwood to Anderson response to May 16 and June 9 letters.

July 6, 1983 - Anderson to Harwood; response to June 13 letter.

July 17, 1983 - Ball to Giustina

July 29, 1983 - Harwood to Coulter; response to July 17 letter.

August 5, 1983 - Coulter to Giustina; response to July 17 letter.

July 29, 1983 - Harwood to Anderson; response to July 6 letter.

September 1, 1983 - Anderson to Harwood.

September 16, 1983 - Harwood to Anderson response to 2 letters from Anderson dated September 1. Only 1 is enclosed.

November 10, 1983 - Anderson to Harwood; response to September 16 letter.

November 16, 1983 - Anderson to Harwood confirming November 22 meeting.

December 5, 1983 - Anderson to Harwood concerning November 22 meeting.

December 30, 1983 - Harwood to Anderson; response to December 5 letter.

February 1, 1984 - Anderson to Harwood; response to December 30, 1983 letter and transmittal of April 1983 Hydrologist report.

March 14, 1984 - Harwood to Anderson; response to February 1 letter.

April 11, 1984 - Anderson to Harwood included sketches given Commission by Mrs. Ball.

June 25, 1984 - Harwood to Anderson response to April letter.

7-25.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 8 '84
REFER TO Potter
FOR
Info | Invest | R/D | O/R | Sign | Art | File

Orig
6/11

7. DATE AUTHORIZATION EFFECTIVE 4/15/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/4/84 this will confirm the advance approval date of 4/15/84 to proceed with the adjustment of General Telephone Company's relocation of telephone facilities.

Reimbursement on a lump sum basis of $15,389.54, Federal Funds $14,192 is approved, contingent upon modification of Project Agreement if additional funds are required.

I approve the Agreement with the General Telephone Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 6/4/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg, Road Design Engineer
Road Design Section

DATE: May 16, 1984

FROM: Tim H. Thex, Coordinating Engineer
Environmental Section

Tim H. Thex

SUBJECT: N. Tigard - S. Tigard Interchange
Pacific Highway
Clackamas, Multnomah, and Washington Counties

Ed Hardt has asked the Environmental Section to re-evaluate the noise mitigation proposals listed in the Final Noise Study Report for Noise Mitigation Areas 2 and 3. He believes that changes in barrier costs, the projects' removal of vegetation, and R/W acquisition may alter the noise mitigation conclusions.

Area 2: Noise mitigation was not proposed because the sound wall cost was #32,000, construction of the wall would remove existing vegetation, and construction of the wall would block the northward view. Please confirm these statements or provide us with updated cost estimates.

Area 3: Noise mitigation was not proposed because R/W requirements would remove all the impacted residences. The R/W lines have been changed since the Final Noise Study Report was prepared. Four impacted residences now remain. The FEIS stated that a combination berm/wall 18-26 feet high and 800 feet long could eliminate the noise impacts at these residences. Please provide us with a new cost estimate if this berm/wall is feasible.

Attached are portions of the FEIS and the Final Noise Study Report. For additional information please contact Steve Lindland at 378-8511.

THT:SL:gc

cc: Ed Hardt
Jef Kaiser

bc: E. S. Hunter
Cam Gilmour

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICE
MAY 17 '84
REFER TO
FOR

Info	Immed	R/D	O/R	Study	Act	File

81-125-1367

OREGON TRANSPORTATION COMMISSION

Delegation RE: N. Tigard-S. Tigard Interchange Project

Date May 15, 1984

Time NOT ON AGENDA

Name	City or Town	Capacity
Mrs. Geraldine Ball	Portland	Property owner

Oregon Transportation Commission Meeting
May 15, 1984

Read at meeting
5/15/84 by Mrs.
Ball

Mr. Chairman and Members of the Commission:

My name is Geraldine Ball, 11515 S. W. 91st Avenue, Tigard, Oregon and I am representing DJB, Inc. and myself, G. L. Ball.

I am sorry to take your valuable time but I have exhausted all other avenues and time is of the essence.

We feel that you should know that water is being directed onto our property. We appreciate the time spent by Mr. Harwood in furnishing us with maps as to how the water was to be directed - but it has been to no avail - as the contractor, sub-contractors and Oregon Dept. of Transportation personnel in the field do not follow through. We have spent hundreds of dollars with our attorney, Fred Anderson, trying to cooperate and communicate with the Dept. of Transportation. I have taken thousands of pictures but naturally my instamatic can't compete with the pictures taken by the helicopters that fly over regularly.

On two occasions I arrived on the property to see the water flowing. The last time Vic Walston of Oregon Dept. of Transportation practically ran up the road to meet me to tell me it was a mistake so the water was then directed to the drainageway to the north which carries the water from the East side of I-5. I asked what would happen to the water that doesn't come from I-5 when Tigard switches over to the culvert drainage now being constructed and I got no answer. This is a concern.

On this same property there is a catch basin with no floor and no matter how hard it rains the water level stays the same so the water is either going underneath or into my property.

When the property was tilled last year we ran into culverts in two places. In addition clay dirt, rocks, twigs etc. have been placed on the property. On another piece we removed concrete slabs two different times and another time I arrived just after ditches had been made and clay dirt and boulder brought in on still another piece.

Now the concern is broken culverts that could cause water to kill the 100 year old oak and ruin the rental below. The pictures in the album will tell the story.

On May 1 our hydrologist was on the property and talked to Vic Walston but at that time no culverts had been broken.

Since water is coming into our property along 66th and onto the area leased to Landmark Ford our hydrologist suggested that we ask the Oregon Dept. of Transportation to construct the catch basin on T. L. 1400 deep enough so that we could install a french drain to carry off the water. Mr. Walston said he didn't know if this would be possible as they now planned a ditch instead of a catch-basin. Your help in this regard would be greatly appreciated.

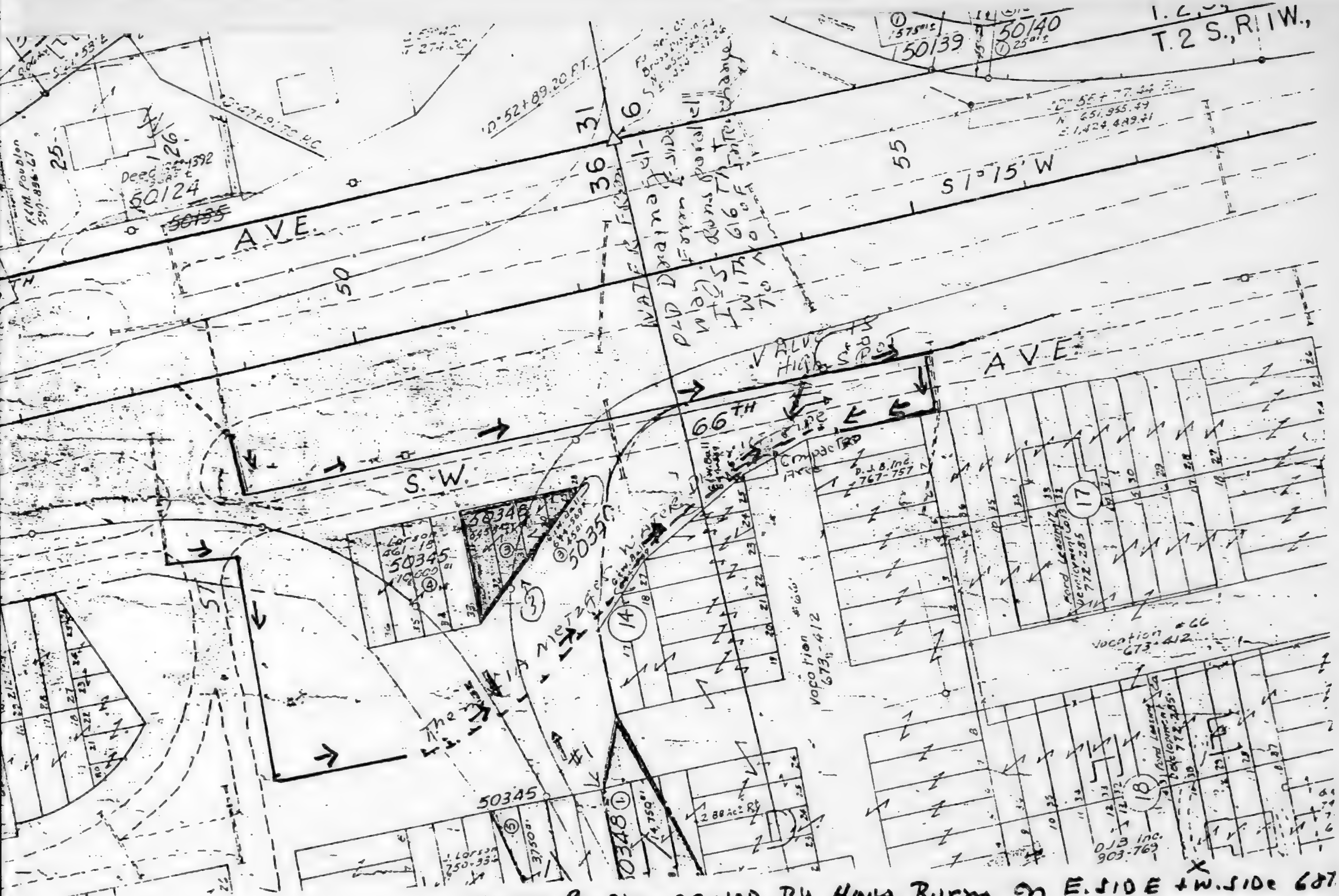
If you would put all the water from the East side of I-5 down the middle of I-5 as the ODOT men told our hydrologist on April 21, 1983 they were going to do, it would solve many problems.

It is not going to make much difference in my life if they ruin the property but most of the property is owned by my children and grandchildren and I am involved because of them.

I can't believe how many hours have been spent putting rocks, concrete, culverts, clay dirt, twigs and fine branches on our property as I know how many hours I have spent just removing some of them and there is no way I can remove all of them. Last Friday the driller drove his rig up the driveway of the house at 12150 S. W. 68th to make clay tracks and then put a yellow wire covered with oil in the street in front of the driveway. It is hard to believe this sort of thing is allowed to go on and I'm sure you don't sanction it.

The maps and album will partially show our concerns. Thank you.

Please make this part of the Oregon Transportation Commission Record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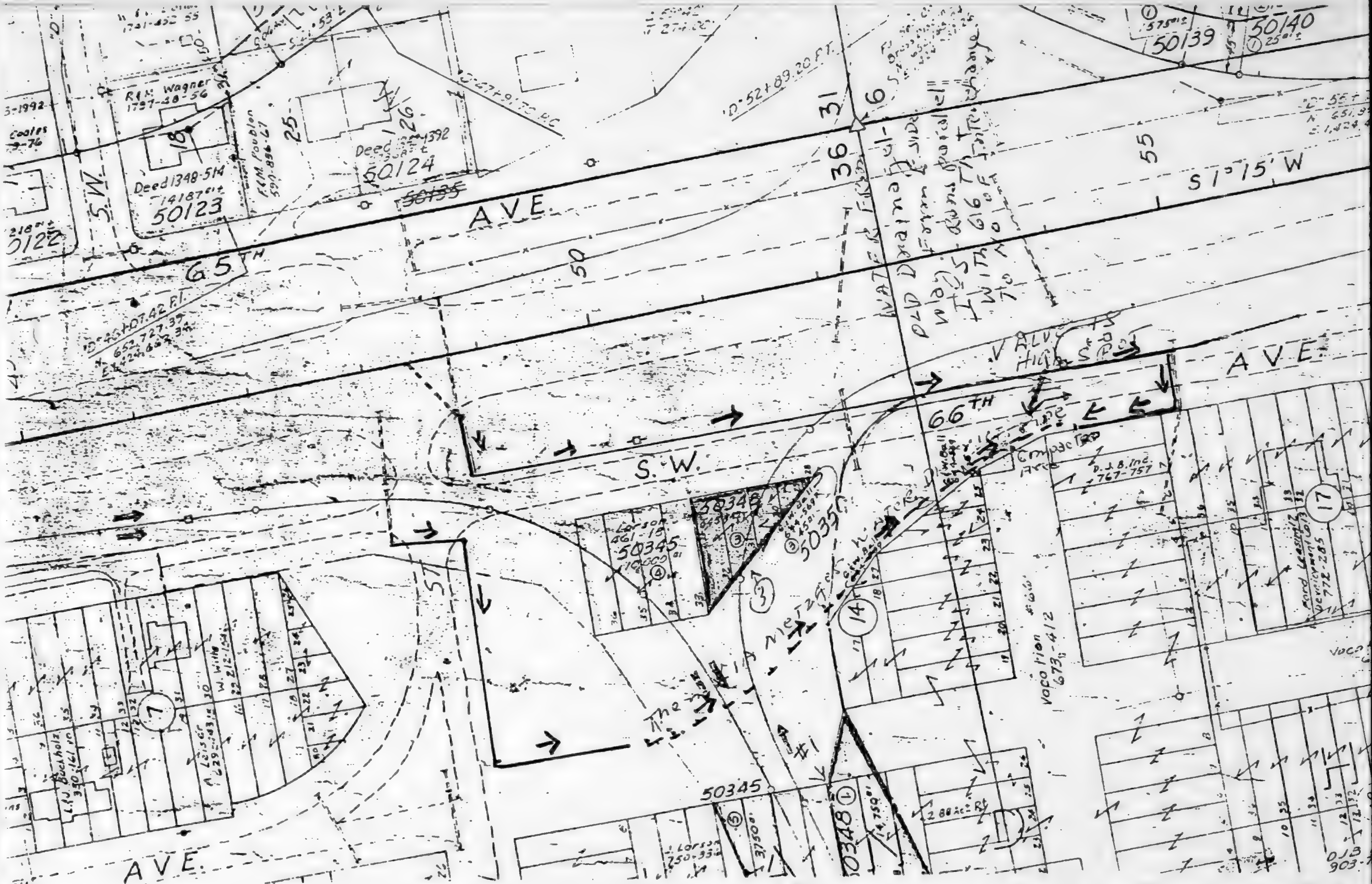
Larson
Ford Leasing Development
772-285
Vacation
673-412
DJB Inc.
903-769
767-757
Compacted Area

X WATER Problem CAUSED By Hwy Burm on E. SIDE + W. SIDE 687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VALVE IS HIGH SPOT
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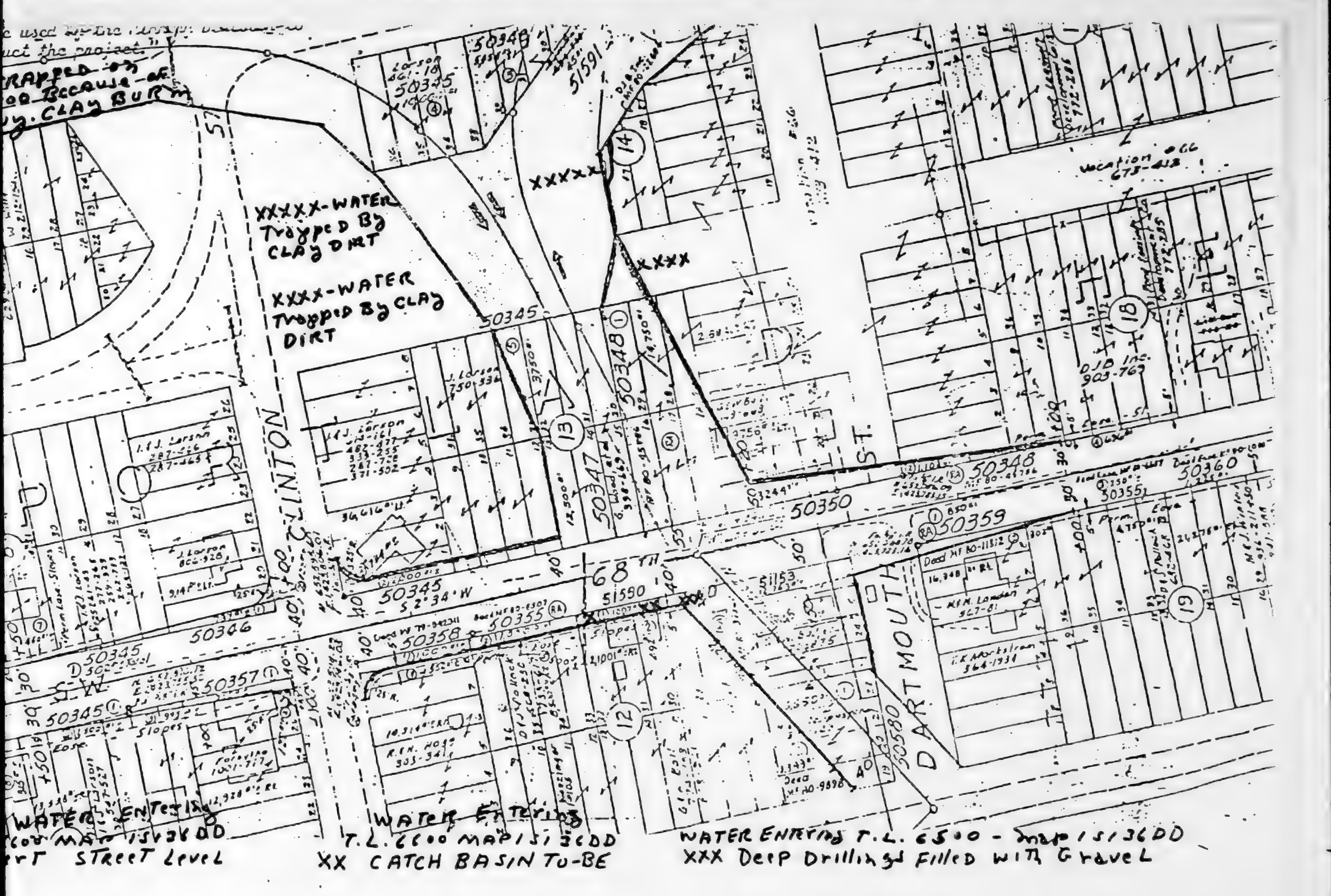
A. Leiser
L.J. Buchholz
Larson
750-332
OLD Drainage
Water
AVE.

X WATER Problem caused By Hwy Burm on E. SID



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DJD Inc. 903-769
J. Larson 750-336
location 673-418
WATER ENTERING
...600 MAP 15136DD
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WATER ENTERING
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WATER ENTERING T.L. 6500 - map 15136DD
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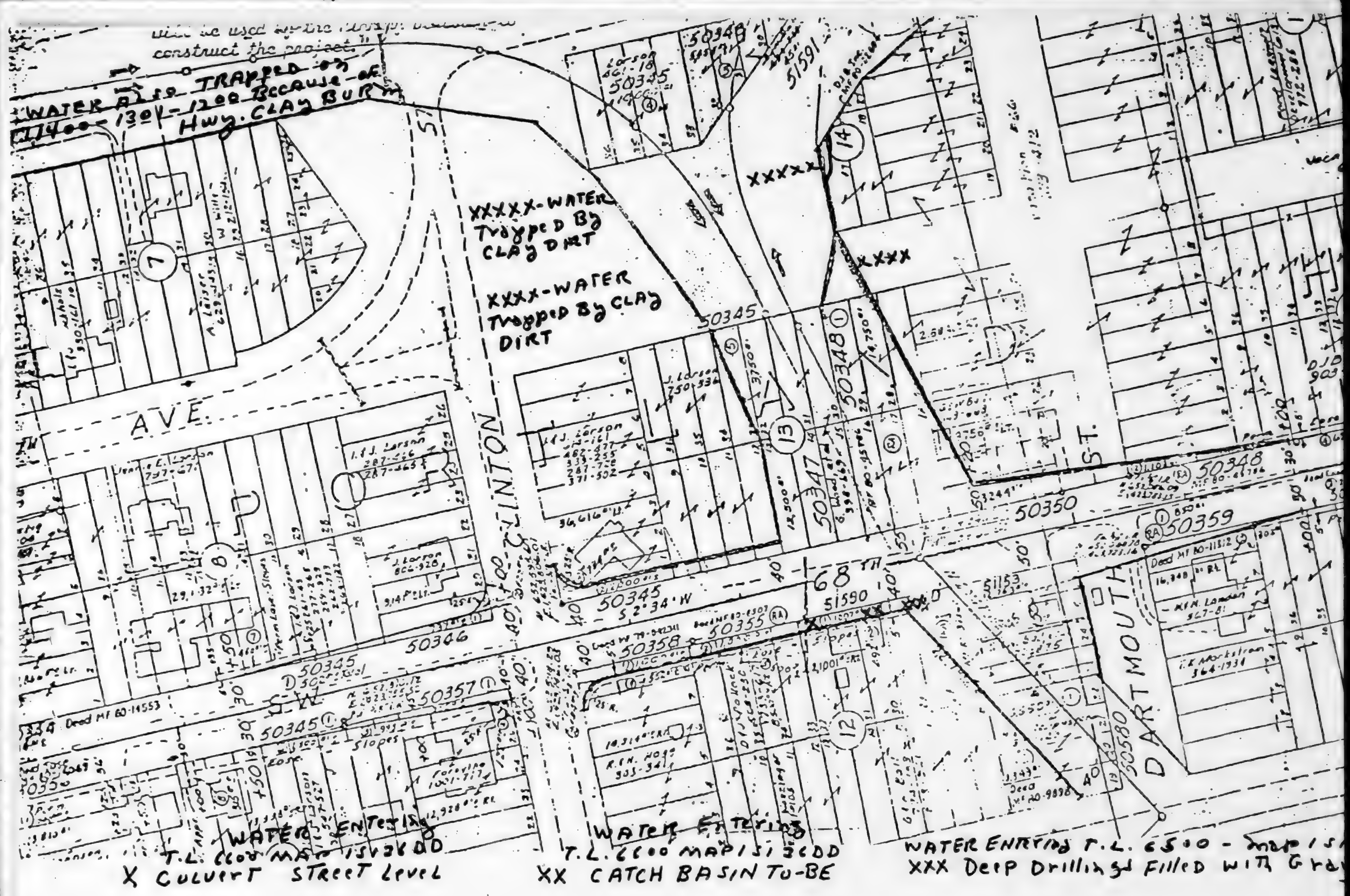
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X CULVERT STREET LEVEL
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XX CATCH BASIN TO-BE
WATER ENTERING T.L. 6500 - map 151
XXX DEEP DRILLINGS FILLED WITH GRAV

NOTED
E. S. HUNTER

May 4, 1984

ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Telephone Facilities Rolocation
General Telephone Company
N. Tigard Intchge-S. Tigard Intchge Sec.
Pacific Highway (I-5)
Clackamas County
Project No. I-5-5(73)293

Here is a copy of a lump sum estimate of cost to adjust General Telephone Company's aerial Telephone facilities, and a sketch showing their proposed relocation. The Company has provided a Lump Sum estimate of cost for a theoretical aerial relocation. The Company will actually install a more expensive buried cable system. Enclosed drawings show the theoretical aerial and actual buried installations.

A certification prepared by Ted Inloes as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated February 18, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities and this has been provided for, by the submission of the Lump Sum.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 15, 1983, under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $15,389.54.

RECEIVED
TECHNICAL SERVICES
MAY 7 '84
REFER TO
FOR
File
Act
Sign
O/R

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright

9615

①

RESIDENT ENGINEER'S DIARY

PROJECT NAME (SECTION) N. Tigard Int. – S. Tigard Int.		CONTRACT NO. 9615
HIGHWAY Pacific	COUNTY Wash.-Mult.-Clack.	PREFIX 634-1086
RESIDENT ENGINEER R.E. Shotwell		F.A. PROJECT NO. I-5-5(73)293

DATE May 1, 1984	THROUGH	DATE

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

734-3120 (Rev. 6-81)

RESIDENT ENGINEER'S DIARY

On any project there is always a possibility of a dispute, misunderstanding or misinterpretation between the contractor and the State which at the time may appear to be of little importance. However, since it may affect the contractor's costs, it is very important that the field records indicate in reasonable detail the progress of construction from start to finish.

The Resident Engineer must personally maintain a Resident Engineer's Diary on Form 734-3120 for each project unless he delegates the project administrative duties to an assistant. When the project diary and other administrative duties have been delegated, it is only necessary for the Resident Engineer to make occasional supplemental diary entries. At the option of the Resident Engineer, other project personnel may keep additional Form 734-3120 diaries.

The Resident Engineer's Diary is intended to be the record of information that may not be recorded elsewhere in the project records. The Resident Engineer's Diary and Daily Progress Reports are intended to complement each other. Diary entries do not need to repeat the detailed information from the Daily Progress Reports, but may contain only general remarks about information which the inspectors have covered. When no work is in progress and Daily Progress Reports are not written, an entry to that effect should be included in the Resident Engineer's Diary along with the weather conditions.

Only one project shall be included in the diary and each day shall be represented by a signed and dated entry. Draw a line across the page at the close of each day's entry and begin the next entry immediately below the line. Do not erase a wrong entry, line it out. If an entry should have been recorded on a particular date but was not, then it should be recorded and cross-referenced by asterisk to the proper date.

The diary shall contain the following information:

1. Significant communications with the contractor pertaining to work schedule, work methods and materials.

2. Orders and directives given the contractor and differences with the contractor over work quality or performance. (Significant verbal instructions shall also be confirmed by letter.)

3. Factors or conditions that may hinder the contractor's operations and cause delays. Time of shutting down or resuming work and explanations.

4. Significant visits or communications within the Department or with the FHWA, utility companies, local officials or property owners.

5. References to significant letters, minutes of meetings, reports, photographs, telephone calls, etc.

IN SUMMARY, THE PURPOSE OF A DIARY IS NOT TO RECORD EVERYTHING THAT HAPPENS WORD FOR WORD, BUT TO RECORD INFORMATION THAT YOU FEEL MAY BE NECESSARY FOR FUTURE REFERENCE.

May 1, 1984 Tuesday - Rain
"A" Street: Install temporary lighting under structure, Form last section of barrier rail, S. side, dry finish bent 1 wall. Barbour Blvd "BB": continue tieing Column and footing reinf. steel bent 4, excavate back of bent 1, install perf. pipe back of wing wall "B". Form diaphragms Span 2, back fill bent 6 w/ shot rock from bent 4, Install Joint seal in walls A & B. Haines Rd: weld base plates on temp. guardrail posts and bolt down. Excavate for 21" Sewer line on Dartmouth extension break into manhole @ "H" 62+58 (47' Lt. on EWO #9 Drill & Shoot rock in pipe trench B 43 - H 62+58 on EWO #11. (Set up meeting with Al Harwood, Marion Craft, Dave Glenn, Roger Gebauer, Red Vessey, Mike Merrigan, Connie Sproul & of Sproul Excavating, Dennis Hammond of D.M. Drake for Thursday May 3 to discuss the Cement inventory problem for CTB and solution.)

J.L. Simpson

May 2, 1984 Wednesday - Rain
"A" Street Pour last section of barrier rail. Dry finish rail, strip and clean up.
Haines: Finished welding base plates on temp posts.
"BB" Bent 4 Set column cages and finish footing reinforcement. Form & pour diaphragms Span 2. Drill & shoot rock in pipe trench of 21" sewer line "H" 63+10 - 62+95 on EWO #11.

J.L. Simpson

May 3, 1984 Thursday - Showers
"A" line: Strip barrier and overhang forms. Dry finish rail. "B.B" Pour bent 4 footings. Get column forms ready to set. Excavate for inlets on 68th and on Southview. Haines: Finish anchor bolts and re-in steel in stage 1 sidewalk. Install
(over)

temp lighting under "B" strut.
Drill and shoot rock for 21" sewer on Dartmouth and 69th on EWO #11
(Had a meeting in this office with Dennis Hammond, Connie Sprowl, Ken Vesey, Mike Mengue, Dave Olen, Roger Gebauer, Myself, about documentation of cement in C.T.B. the results apear to to be, the owner is on the contractor all truck to go accross platform scales and new form to be used)

J.D. Simpson

May 4, 1984 Friday cloudy
F line Dry finish rail, strip o'hang, clean up site. Barbour: Set 2 col. forms Rt. side bent 4; backfill A & B walls with special wall backfill. Haines: Form Stage I side walk. Dig for inlets on ~~south~~ Southview & 62nd
Drill and shoot rock in trench 69th & Dartmouth on EWO #11, Install 21" sewer pipe in "
(Meeting in this office with Al Harwood, Dave Maxwell, Dennis Hammond, John Hagman with City of Tigard to discuss the Sewer project on 68th Al told D.M. Drake to proceed and we will wait and see what happens.
1.) If the bids are too high Tigard might pull them. 2.) Drake could build half of 68th and put traffic on it and let Tigard have the other half. or Tigard could hold job until winter.)

J.D. Simpson

May 5, Saturday 1984 Rain
No Activity

J.D. Simpson

May 6, Sunday 1984 Fair
No Activity

J.D. Simpson

May 7, Monday 1984 clear, warm 76°F

A line Remove o'hung forms Lt. side, dry finish rail, "BB" form deck Spans 1&2, pour 2 column bent 4, pour last 3 diaphragms Span 2. Haines Ed work on stage 1 side walk. Back fill bent 4 with "questionable" material. (I told Dennis Hammond that it might have to be dug back out if compaction can't be made.) Dig out for inlets on 62nd & Southview. Started excavating 68th between Franklin and Hampton. (I told Hammond that it might be too early still to do roadwork). Touch off a Shot at the detention basin at 1:20 P.M. (did not tell anybody). Continue working on 21" Storm Sewer from 68th to 69th on Dartmouth.

J.A. Simpson

May 8, Tuesday 1984 Partly cloudy

Barbour Blvd. "BB" form & pour 2 columns bent 4 Form bottom deck spans 1&2 "A" Line Dry-finish bent 1 wall. Drill, load and shoot rock in detention basin. Continue installing manhole, 21" Storm Sewer and 12" pipe at 69th and Dartmouth. Excavate and form inlets on 62nd and Southview. (Meeting yesterday with Tom Turks, Portland water - Said they will adjust pipe at 62nd and Douglas tomorrow) (The dig out at 68th between Franklyn and Dartmouth is a muddy mess with a 1 foot drop off down the ℄. I informed D. Hammond of Drake that when the people get stuck its Drake's problem)

May 9, Wednesday 1984 Showers.

"BB" Pour last column at bent 4, one diaphragm Span 2, Form deck spans 1&2. Start falsework bent 4. A line: dry finish rail.

(over)

May 9 1984 (Cont)

Drill for blasting, Detention basin. Back fill Harries Bent 4 (with unacceptable wet, muddy material) for access. Started grading again on 68th, shut down @ 10:AM because of rain. Pour 4 P inlets on 62nd, rt side, grade 21" storm sewer ditch & repair blast damaged 12" pipe, Dartmouth extension.

City of Portland Water Dept. lowered 6" main on 62nd & Douglas. City of Tigard started work to lower 12" main 67th & Baylor.

J.D. Simpson

May 10, 1984 Thursday scattered, showers.

"A" Line: Dry finish rail. "BB" Strip column forms Bent 4, Start building falsework for cross beam, form deck, spans 1 & 2. form & pour "P" inlet on 62nd and 2-G-2 & 1 "P" on Southview and 64th. Excavate pipe trench on old "A" line (pipe under pavement in traffic) for 136 ft. install 30' of 12" pipe. Had to drill and shoot rock. (did not plan ahead so didn't get a/c for pavement and couldn't plate so they backfilled and will dig out tomorrow.

(Had a on site meeting with Mike Borresoy and Don Stratton of Washington County at 69th and Baylor. Looked at our 18" pipe and where it drained; wants to arrange a meeting next week 5-16-84 @ 1:30 PM with Frank Curry of City of Tigard to decide what to do with the water. Also, Doug Leach of Carlson testing called to say his hands are tied on complying with the requirement that they have a "quality control technician" present at the location of concrete pours full time— page 120, 121 of contract. Dennis Hammond of D.M. Drake said he was going to ignore this contract requirement. Carlson presently, just takes cylinders and leaves!, since Drake is paying the bill.)

J.D. Simpson

May 11, 1984 Friday, rain
A line Dry finish rail, Barbur "BB" form deck spans 1&2, tie deck steel Span 1. Work on false work & form bent 4 cross beam and span 2 overhang. Install 12" storm sewer, A line. Moved in a backhoe & cat to 68th - AH & B line and started excavating and all that was accomplished was mixing up the mud.

May 12, 84 Sat.

No Act.

May 13, 84 Sun

No Act.

May 14, 84 Mon - showers
Barbur Blv - Place re-bar cross beam Bt#4
Bend re-bar in prestressed beams
"A" Structure - Dry finish on Bt#1 - working on impact panels & strip overhang Bt#1,
Exca to rock & drill to blast grade 68th at "AH" & "B" lines
working on inlets 55 line.

May 15, 84 Tues heavy showers
(P.G.E ~~finished~~ moving poles on 62nd and Scotswood)
A-line grade out & form bent 1 impact panels, dry finish bent 2. "BB" form deck spans 1&2
Drill blast holes AH & B and 68th. Grade out 68th between Franklin & Hampton.

J O Simpson

May 16, 84 Wed Partly Cloudy
"A" Structure- Place re-bar Bt#1 impact panel
B Dry finish Bt#2
Barbur Bridge- Form Bt#4 x beam - work on
btm deck span #1 & #2
Drill to shoot road grade on 68th vicx Dartmouth
Extending beam for Soundwall Sx sections

May. 17, 1984 Thurs. Clear-warm
A- Struct. place impact slab reinf. bent 4, dry
finish bent 2 columns, and cross beams.
Barbur Blvd: form deck Spans 1&2, finish
forming bent 4 x-beams and reinf, concrete tomorrow.
Excavate crossings of 68th at Clinton and
Franklin, haul to Soundwall berm south
end of "D" line. Drill and shoot rock at
68th & AH & B to subgrade (6 shots)
Night shift Remove over-hang brackets
from A line. Traffic control started
at 7:08 P.M., off at 10:45 P.M.

J D Sampson

May 18, 84 Fri warm-Hazy
Barbur Blvdx - Pour cross beam Bt#4
Form deck Spans 1&2, work on impact
slabs
"A" line- Place re-bar impact slabs
Haines Rd.- Pour sidewalk Sx side (experience rotation
of outside beam out edge down abt. 1")
Excx at Clinton & 68th & haul to "E" line fills
Grading Wx side 68th Franklin- Hampton
Shoot to grade on 68th vicx "AH" "B" lines

May 19, 84 Sat

No Act.

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May 20, 84 Sun

No Act.

"

May 21, 84 Mon Cloudy
Barbur Br. - Place re-bar deck span #1
Form btm. deck span #2, Form Bulkhead Bt#1 & Form grout pads Bts 4 & 5
Haines Br. - Strip sidewalk form Sx side
"A" Structure - Place concrete end impact panels
Dry finish Bt#2
Blasting in Detention Basin

May 22, 84 Tues Rain
Haines Br. - Form curb section for Rail Sx side
"A" line - Prepare to finish overhang.
Barbur Blvd - Place deck steel span #1
" concrete grout pads Bts 4 & 5
Car accident under Haines Br. in rain storm driver says steering lost.

May 23 84 Wed Showers
Barbur Brx - Place deck re-bar
Haines Brx - Forming rail curb Sx side
"A" Structure - Strip impact panels, install water stop Bt#1
Installing 24" culvert at 62nd & Douglas.

May 24, Thurs. Cloudy - warm
Barbour Blvd: Place deck steel, span 1, work on rail templates, span 5, clean-up site.
"A" Street, work on overhang scaffolding.
Set off blast in detention basin.
Finish re building MH on "H" 62+58 Lt.
install special joint and concrete in.
lay one joint of 24" at 62nd & Douglas.

J.O. Simpson

May 25, ~~Thurs.~~ Friday 1984, Cloudy steady rain
"BB" deck steel, Span 1 deck, clean-up site. Strip bent 4, x-beam.
"A" street grind overhang

J.O. Simpson

May 26 Sat

No Act.

May 27, 84 Sun warm

No Act.

May 28, 84 Mon clear-warm 86°

No Activity - Holiday

May 29, 84 Tues Clear-warm
Exca on "H" line Between Baylor & Haines & haul to "E" line - inform both Pat & Dennis material to wet for fill & would not be acceptable till dry
Barbur Brx - place re-bar span #1 deck
Remove falsework under x beam Bt #4
"A" line bridge - Dry finish wingwalls Bts 3 & 4

May 30, 84 Wed Showers
Barbur Br. - Place deck steel span #2 & grade
overhang. Removing falsework Bt #4 x beam
"A" Structure - Forming barrier rail impact panel
dry finish wingwall
Exc. 68th Baylor - Haines - haul to fill W.
"L" line N. Haines - Drake told material to wet
for fill can only be spread in 1' lifts
Blast on night shift at N. Tigard Int.

May 31, 84 Thur cloudy
Barbur Br. - Place re-bar span #2 deck
Dry finish wingwall span #3
Grout pads Bt # 4 (2 South)
found to be 6" off discussed with
Schlegel method of correction.
Haines Br. - pour rail curb S. side
"A" Bridge - Dry finish wingwall span #3
Exc. in detention basin. Grade on 68th between
Franklin - Hampton

June 1, '84 Friday - high clouds
Barbour Blvd: - place deck steel span 2. dry finish
wingwall. fix 2 south grout pads, bent 4
x-beam. Excav. 62nd on west side, on Exco 6.
Excav. detention basin and haul to "Ls"
line fill. Aerate "H" line with disc North
of Baylor.

Meet with Frank Currie (City of Tigard) & Larry
Yarrow re: redesign of Haines Rd. - 68th intersection
Explained reason - our design did not stay within R/W. He
agreed to revision said he would talk to his people
writing property description

June 2, 84 Sat. Fair

No Act.

June 3, 84 Sun Fair warm - Rain at 4:00 PM

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No Act.

#

June 4, 84 Mon Rain
Excv. Rock from detention basin to "BB" line bridge
Clear & grub L^s Slope Nx Haines
Barbur Bl. Place re-bar for deck span 2
Place rock for temp widening 62^nd Wx side
on EWO.
Place 7 bulb tee's span #3 on night shift
clear to traffic 3:25 AM

June 5, 84 Tues. Rain
Saw down 2 willows at Johnsons at 68^th
& Baylor. Strip sod on east side of 62nd
from Southview to Douglass, haul to random fill.
"BB" Start forming diaphragms span 3,
install temp X-bracing. PGE hanging
wire on new poles on 62nd. Drill
blast holes on 68th, north of Baylor

June 6, 84 Wed. Showers
Blast rock for pipe trench BS & H lines
Barbur - Form diaphragms beams span 3
work night shift on beam erection on Barbur
Minor rear end accident investigated by
City & State police.

June 7, 84 thurs. Rain
Drill and shoot for 12" pipe trench, "H" 53+ - 54+, clear shrubs on Southview. Build form stripping scaffold for stripping South overhang at Haines o-xing. Form diaphragms Barbour Span 3 & 4, & place reinf steel.

J D Simpson

June 8, 84 Friday showers
__Haines__ Strip S. sidewalk overhang, clean-up site.
Barbour Blvd. Continue forming diaphragms and placing reinf. spans 3 & 4, form deck.
(No blasting, pipe, ~~of~~ or, roadwork today because of wet grade.)

J D Simpson

June 9, '84 Saturday - Rain
No Activity

J D Simpson

June 10, '84 Sunday - Showers
No Activity

J D Simpson

June 11, '84 Monday Fair
Barbour Blvd - Form diaphragms Span 3. Dry finish North wingwall "G" line.
Haines. Dig out mud, bent 1 approach, Clean-up lumber, start installing pedestrian rail.
Load & shoot for trench excav., (5 shots) "BS" & "H" line. Drake pushing mud around on "AH" & "B" line.

J D Simpson

June 12, 84 Partly Cloudy
Clear & grub on Southview
Form diaphrams Span 3 & 4
Working on Temp. illum.
Exc. & prepare to lay pipe Ls fill area.
Tigard sewer contr. working from 68th (H 75 ± 25 back)

June 13, 84 Partly Cloudy
Barbur Blvd.- Pour diaphrams, span #3
Install overhang brackets & form btm deck.
Install temp. lighting vic Bt#4 Barbur
Haines Rd. Br. - bolting temp. rail. Dry finish overhang
backfill & prepare to extend 30" culv. Ls line fill area.
Complaint from Harold Web re: sewage in basement in process of Exc. for inlet at NE corner of Southview & "D" line temp. City of Portland Sewer line broken - being repaired by Drake with City inspector observing.

June 14, '84 Thurs. Clear-warm
Barbour "BB" strip diaphragms span 3, form Same, Span 4, form deck Span 3. Haines - finish overhang south. Shape up "D" line berm south end and back side.
(looked at beam seat, South beam bent 3 at Haines - bottom of beam is spalled at neoprene pad)

June 15, 84 Partly cloudy
Shape berm W. side 68th Franklin - Hampton
Drill for blasting & Storm sewer N. of Baylor on 68th
Haines Br. - Dry finish S. overhang
Barbur Blvd Br. - Forming diaphragms & pour shear lugs
Exc. pavem. E. side of 62nd to Southview
Exc. & clear vic. 30" pipe & line fill area
(Look at beam seat problem Haines Rd. - again call Salem Br. They will meet to look next Mon.)

June 16, 84 Cloudy (Sat.)
Blade shoulder rock W. side 62nd
Work on W. side berm & open up subgrade W. side 68th Franklin - Hampton.

June 17, 84 Sun
No Act.

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June 18, 84 Mon Clear - warm
Compact on 68th btwn Franklin - Hampton - still pumps - open to dry in afternoon
Exc. E. side 62nd S. of Southview & haul to "E" line. Exc. old fill (stockpile) & compacting better but still wet.
Barbur Br. - Pour diaphragms spans 3 & 4
Exc. & place 18" Storm sewer. Dry finish S. side Haines Br.
(Meet with Olie Parent & Mike Thompson & show them Haines Br. problem)

June 19, 84 Tues - clear - warm
Excv Ex side 62nd & sub excv & place rock
in sub excv - Haul to "E" lines
Rolling subgrade 68th Franklin - Hampton
Pour inlets on "AH" - "B" lines (inform Gentle crew
inlets must have bottoms & be complete when poured)
"A" Ave Br. - Dry finish overhang S. side
Barbur Br. - Form btm deck & overhangs spans 3&4
Exc. & place SS on "H" & BS lines.
Visit by Al Harwood & Pat Swartz

June 20, 84 Cloudy, rain
Barbur Br. - Forming overhang on span #3
Form btm deck span #4
Place btm mat deck steel span #3
Drill & shoot rock for SS btwn Baylor & Atlanta.

June 21, 84 Cloudy, showers
Exc for SS, drill & blast btwn Baylor & Atlanta
Barbur Br. - Place re-bar deck span #3
Clear & grub on Lu line Nx random fill
Break up large rock Sx end "E" line.

June 22, 84 clear - warm

Drill - shoot - excav. for 12" storm sewer between Baylor and Atlanta. Break-up large boulders in detention basin. Re bar Barbour Blvd span 3 deck, form deck span 4.

J.D. Simpson

June 23, 84 Sat

No Act.

June 24, 84 Sun clear-warm

No Act.

June 25, 84 Mon clear-warm
Process subgrade to dry on 68th Franklin-Hampton
complete Exca & sub excr & backfill sub ex with rock
62nd Sx Southview
Excr Sx Side southview btwn 64th & 62nd
Drill & shoot for SS "H" line 54+90
Barbur Bt - Place re-bar deck span 3 & 4
Build bulkhead & grade overhang
Meet with Drake & Sprowl re: CTB procedures on 68th

June 26, 84 Tues "Rain"
Roll & seal 68th due to rain
Seal Ls fill area with blade
Remove A/C Sx side southview 62nd - 64th
& haul to E Pipe
working on inlets on 62nd
Barbur Blvd Br. - place re-bar span 3 & 4
Grading overhang
"A" bridge - Dry finish overhangs
(Inform Dennis Hammond no need to delay work on Haines)
Met with Ollie Parent, Al Harwood ~~[illegible]~~ re: to corrective work to Haines Structure problems - Drake will proceed on EWO tomorrow

June 27, 84 Cloudy Wed
Barbur Blv - Place deck re-bar span 3 & 4
work on overhang form wall A
Set expansion joint Bt #1
Dry finish Southview walls Start on EWO #12
at Haines Rd.
Pour inlets on AH line & work on 62nd inlets.
Drill & Shoot for trench excv "H" 54+90

June 28, 84 Thur Cloudy
Barbur Blv - Setting armored corners Bt #5
place re-bar deck spans 3 & 4
Haines Rd. - Erect scaffolding for bridge repair
on EWO
Dry finish Southview walls Grade & roll 68th
Hampton - Elmhurst
work on Storm sewers on "H" line N. of Baylor

June 29, 84 Friday - Rain
Barbour Blvd. - Place deck-reinf spans 3 & 4,
place elect. Conduit. Finish Columns bent 2
(Rain shut all roadwork down).
Excavate for 12" Storm sewer on
H line N. of Baylor.

JA Simpson

June 30, 84 Sat -
No Act.

~~June~~
July 1, 84 Sun Clear - warm
No Act.

July 2, 84 Mon
Barbur Br. - work on deck screed
Place re-bar for deck & sidewalk
Haines Br. - Cut & drill holes for stress bars
on EWO
Exca for S.G. on Dartmouth. Grade on 68th
btwn Franklin & Hampton - to wet for CTB
Sub-exca areas in prep for CTB
Backfilling pipe trenches - Drake-Sproul informed
compaction inadequate (B & H lines)

July 3, 84 Tues Clear-warm
Drill & shoot for SS on "H" line Nr Baylor
Install sub grade Ex Side 62nd Sx Southview &
Prepare grade for CTB
Grading & drying fill material LS line
Exca Dartmouth & place fill on LS
Barbur Br. - Set screed rail for deck pour
Haines Br. - Work on EWO #12 cut for
stress rods.

July 4, 84 Hot.

Holiday

July 5, 84 Thur-cloudy-warm
Place CTB E. side 62nd Southview - Douglas
Work on Hayes Br. EWO #12
Exca & aerate fill material on "E" line.
Aerate & grade & roll 68th btwn Franklin & Hampton
Drill & blast for SS "H" line Nr of Baylor

~~July 6, 84~~

July 6, 84 Fri. Clear-warm
Lay CTB 68th Franklin - Hampton W. side
Grade 68th Franklin - Elmhurst
Exc. SE corner Haines Bt. area & haul to
Ls line fill
Wrk on screeds for deck Barbur Bt.
" " EWO #12 Haines Bt. pour joint seal

July 7, 84 Sat Clear-warm
Compact around 30" pipe Ls line
Fine grade for curb 62nd E. side
Backfill around 21" pipe Dartmouth & fine grade
68th Franklin - Dartmouth

July 8, 84 Sun Clear-warm

No Acti.

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July 9, 84 Mon Clear-warm
Barbur Bt. - Place conduit at expansion joint
Bt #1
Form & pour curb E. side 62nd
Fine grade on Southview
Grade & disc 68th Franklin - Elmhurst
Exc. SE corner of Haines Bt. & haul to
E line fill (material very wet)
Clear & grub adj. fwy & "B" line

July 10, 84 Tues Clear-warm
Barbur Bt. - Set Screed rail & place exp joint Bt #1
Form & pour curb 68th Franklin - Hampton. Grade & open wet
spots 68th Franklin - Elmhurst. Place beam & grade on
Sound wall. Exc. SE corner of Haines Bt. & haul to
"E" line. Clear & grub adj. to S. bound I5 at "AH B"
Take load off bolts at Haines Bt. on EWO. Look at
probs. with Al Harwood decide to lengthen cap & put
new bearing pad on outside edge.

July 11, 84 Wed cloudy
Clear & grub Ls & E lines
Plow & compact subgrade 68th Franklin to Dartmouth
Form & pour curb Wx side 68th Franklin - Hampton
Backfill behind curb on 62nd & 68th.
Barbur Brx set deck finishing machine on deck screeds
Inspection by Herb Schell of bridge repair procedure on Haines Brx

July 12, 84 Thur cloudy
Barbur Brx - Setting screed & deck finishing machine
Fine grade & roll 68th Franklin - Elmhurst
Backfill behind curb Wx side Franklin - Hampton
Excx Sx of Haines Ex side I5 & haul to Ls line fill. Haul off clearing & grubbing from Ls line

July 13, 84 Fri clear-warm
Set pilasters & post ftgs for soundwall extension south endx
Excx Ex I5 & S. Haines Brx & haul to fill on Ls linex Grade on 68th Elmhurst - Dartmouthx
Place CTB Franklin - Elmhurst (full width)
Place A/C Wx side 68th Hampton - Franklin
break out spalled concrete at tenx bolts & ~~regrout~~ grout & place new platesx on FWOx

July 14, 84 Sat clear-warm
Excx Nx of Haines & haul to "E" line

July 15 84 Sun Hot

No Act.

July 16, 84 Mon Clear-warm 93°
Barbur Brg - Backfill Bt #1 & Prepare for deck pour
Exc intersection 62nd & Southview & prepare for
A/C pavement tomorrow. Grading on Southview
Exc Ex side L, Sx & Nx of Haines Rd - haul to
"E" linex Grading 68th Dartmouth - Clinton

July 17, 84 Tues. Clear-warm
Pave Ex side 62nd Douglas - to Southview
Grade AH & G lines & Dartmouth
Exc Ex side 68th Hampton - Franklin
Exc E. side "L" (Nx of Haines & haul to E Line
Remove grubbing adj to "L" & Landmark Ford

July 18, 84 Wed Clear-warm
Barbur Bldx - Pour deck Nx side
Exc 68th Ex side Hampton - Franklin & haul
to "G" line adj Sx bound "L"
Exc S & N of Haines Ex side & haul to E line
Exc E line vic shacks & haul Sx to E line fill
Trench exc for SS vic Baylor in 68th

July 19, 84 Thur clear-warm
Complete exc Ex 68th Franklin - Hampton
Exc A/C Wx side 62nd & Exc Ex "L" line S. of
Haines Rdx hauling to "E" line fill
Barbur Brg - Strip bulkheads for deck & backfill Bt #1
Work on trench exc for SS 68th & Baylor
Blast N.E. corner of Haines on "E" line.

July 20, 1984 Friday clear warm
Excavate Franklin crossing of 68th, "L" line N's south of Haines, east side, haul to "E" line. Barbour Blvd. make preparations to pour south half deck, Tuesday. Continue storm drain work @ 68th and Baylor.

July 21, Saturday 1984 clear warm
General excavate on ℄ ; L^n ; H, fill at east end of Haines structure and L^s line. "H" 53—55 remove rock and backfill trenches.

J.D. Simpson

July 22, Sunday 1984, Clear-Warm

No Activity (only Survey crew worked)

J.D. Simpson.

July 23, Monday 1984 clear-warm
Barbour Blvd adjust deck finishing machine and prepare for deck pour tomorrow AM (4:00) Excavate "E" line 9+ to 11+, "L 62+ to 67+ haul to "L^s" 25+ to 35+ Grade east side of 68 Hampton to ~~Clint~~ Franklin, Dartmouth to Clinton. (CTB tomorrow) extrude type C curb Franklin to Elmhurst. Night Shift shoot rock AH south of Haines Street. E. N. of Haines, Rt. side.

J.D. Simpson

July 24, 84 Tues Clear-Hot
Pour deck Barbour. Sx side.
Place CTB Ex side 68th - shut down due to trouble unloading belly dumps (2 or 3 trucks not paid for due to overloads) Grade Dartmouth, & AH - B lines Sx. Drill to shoot on AH vic. Cooper Engr. Ex. Nx bound "L" line & Sx of Haines & haul to fill Ls lines

July 25, 84 Wed cloudy-warm
Complete CTB on E. side 68th vic. Franklin
& S. side Southview. Grade 68th at Dartmouth
& grade AH - B lines Exc. to subgrade 68th N.
of Clinton. Exc. Ln S. of Haines & haul to
Ls fill. Drill holes for dowels on Haines Rd. EWO
Drill & Shoot on AH o.c. Gregory's Engr.
Exc. & place SS on "E" line 31+40
Blast on night shift Rt. Ls 95±

July 26, 84 Thur Clear-warm
Place CTB on 68th Dartmouth - Clinton
Pour sanitary sewer encasement Ls line
" manhole base & trench on E line
Exc. AH line sta 95± & haul to "B" line fill
Sta. 25± . Work on EWO #12 on Haines Rd.
Haul off debris from old gas Sta.
Place elect. conduit N & S curbs Barber

Friday July 27 '84
Forms type "C" curb and pour east side
of 68th Franklin to Hampton.
Grade to blue tops "AH" & B" 66th to 68th
Excav. & install stormsewer "E" line
Excav. Ln & AH south of Haines, haul to
"E" line and Ls fill. Drill blast holes
on Ln & AH south of Haines.
J.d. Simpson

Sat. July 28, 84

July 30, 84 Mon Clear-warm
Haul topsoil to jobsite. Place A/C on 68th vic Elmhurst. Grading AH-B lines. Exc "Ln" vic Haines & haul to "E" line. Lay pipe on "E" line. Blast on night shift - complaints of rocks on car & house on 64th

July 31, 84 Tues Clear-warm
Place CTB W. side 62nd, on Dartmouth & part of AH & B lines. Exc on Ln S. of Haines & haul to Ls line. Exc for channel change 30" pipe on Ls. Form & pour curb on 68th Dartmouth-Clinton. Sub exc & place rock fill N. of Clinton on 68th. Forming curb on Barbur Blvd. Install sewer on "E" line 31+40 & 39+25. Blast on night shift Ln Lt. 45±

~~July~~ Aug 1, 84 Wed Cloudy-warm
Grade to blue tops 68th Clinton-Bayler. Form & pour curb Dartmouth-Clinton & form curb W. side 62nd. Place 12" SS on E line 29±. Work on FWO #12 on Haines Rd. Form & align curb on Barbur Bt.

Aug 2, 84, Thur - Partly cloudy - warm
Place A/C Clinton-68th intersection & E. side 68th Franklin-Humphrey. Pour cap extensions Haines Rd. on EWO. Pour curb W. side 62nd. Trench & place pipe on "E" line. Pour curbs on Barbur Blvd. Bt. Break up boulders & make fill N. of Tigard intx on Ln line. Blast Ln S. of Haines Bt. on night shift.

Aug 3, 84 Fri Ptly Cloudy, warm
Backfill driveways w/rock - 68th and 62nd.
Remove 12 Sound wall panels South of
Southview on EWO 13. Drill blast holes - L"
South of Hines. Excav storm sewer "E"
line. Excav. L" South of Hines, haul
to N. of "Barbour"
[illegible] SE Hines Rd.

J. D. Sampson

Aug 4, 84 Sat. Partly Cloudy warm
Lay CTB on 68th Clinton - Baylor.
Exc Baylor to 61st & haul to Ls line fill.
Place tip tap 30" pipe Ls line.
Grade berms Franklin - Hampton.

Aug 5, 84 Sun

No Act.

Aug 6, 84 Mon
Haul blasted rock from Detention basin & Ln Exc.
to Ls line fill. Backfill & grade berms on 68th Sx
Franklin. Install 21" conc. pipe on "E" line.
Pour curb "B" line [illegible] pts to AH line.
Clean out broken shear key curb face Hines Rd on
EWO. Form & place re-bar impact slab West on
Barbur Blvd. Form curb E Barbur.
Blast Ln Sx of Hines Blvd on night shift

Aug 7, 84 Tues Clear-warm
Place re-bar prepare for impact slab pour Wx
Barbur Blvd. Grade on 68th Nx of Baylor. Exc at
Detention basin & Sx of Hines on Ln & haul to embankment
Ls line. Remove pilasters on Soundwall at Southview & "D" line
meet Marion & R/W man to discuss relocation. (EWO)
Installing 21" sewer pipe on "E". Blast on night shift

Aug 8, 84, Wed. Clear-warm 94°
Grading 68th Nx of Baylor St.
Laying SS pipe on E line
Breaking ftg. concy away from pilaster to
salvage on Southview "D" line wall EWO.
Pave 62nd Wx side & Sx side of Southview
Haul rock from Detention basin & Ln Sx of
Haines to Ls fill. Pour impact slab
at Bt#6 & curb on Barbur Blvd.

Aug 9, 84 Thur clear-warm 90°
Working on Southview soundwall relocation on
EWO. Patch curb section on Haines on EWO.
Grade & prepare for CTB 68th Nx of Baylor also
pour catch basins. Trench exca for SS on
"E" line. Form place re-bar for impact panel
Bt#1. Haul rock & dirt from Ln "S" of Haines
to Ls fill & Ln fill Nx Tigard Int.
Blast Ln line Nx of Haines Rd on
night shift.

Aug 10, 84 Fri clear-warm
Lay CTB on 68th Baylor - Atlanta
Exca Ln Sx of Haines Rd. & haul to fill Ls line
Lay SS pipe on "E" line
Exca & prepare for CTB & A/C on Southview
pour curb on 68th Clinton - Baylor

Aug 11, 84 Sat. clear-warm
Exca & haul to fill Ls line

Aug 12, 84 Sun

No Act.

Aug 13, 84 Mon Partly Cloudy 74°
Place A/C on 68th Elmhurst - Clinton &
on Dartmouth. Pave some driveways on 68th So of
Franklin. Pour curb on 68th Clinton No & some
radius's So of Clinton. Exc on E Line & grade
Place pipe on E Line. Exc So of Haines on Ln
& haul to Ls fill. Exc & lay pipe into
Detention basin. Blast on "A" Line vic "J" line.
Place impact panel on Barbur Br. "E" side.
Remove scaffolding Haines Rd. on EWO.
Blast for sewers Detention basin night shift

Aug 14, 84, Tues Clear-warm
Barbur Br. - Form parapets W. end bridge, dry finish
curbs work on metal rail
Exc out intersection 67th & Haines Rd. Pour curbs
on 68th No of Clinton St. Exc & Lay pipe
in Detention basin. Blast adj to "A" line
Place embs at bridge ends Haines Rd. Exc
on Ln vic Haines & make fill on Ls line.
Remove striping on Barbur for traffic shift.

Aug 15, 84 Wed Clear-warm
Lay SS pipe into detention basin & on Haines Rd E
of bridge. Place special A/C on bridge. Place
A/C on 68th top lift Dartmouth & btm lift 68th
Dartmouth - Clinton. Pave at intersection So. Place
curb on 68th No of Clinton. Exc So of Haines
Br. on Ln & haul to Ln fill. Remove striping on
Barbur on EWO for next stage. grade fill for
Haines Br. S. side west appr. Blast on "A" line.

Aug. 16, 84 Thur Clear-warm 84°
Exc. Ls & place in embankment Ls line.
Exc. N. end E line - break up old conc. off ramp to Barbur. CTB (Cascade) N. of Baylor to W. Haines Rd bridge. Exc & place 55' pipe E. Haines Brx appr. Form & pour curb on Southview. Restripe Barbur vic bridge for next stage. Drill & shoot on "A" line. Barbur Brx form curbs & barrier E. Side grind & sack overhang

Aug. 17 '84 Friday Ptly. Cloudy.
Exc. Ls. place in Ls., Exc. "E" and aerate. Form & pour "C" curb on Southview. Drill & shoot "A" line, west end. Form & pour GM Rail end E. Side.

J.R. Simpson

Aug 18, 84 Sat. Clear-warm
Exc & fill - grade on "E" line
work embx East of Haines Brx

Aug 19, 84 Sun

No Wk.

Aug 20, 84 Mon clear-warm
Place embankment at E. end of Haines Brx (Survey error W. side "D" at intersection caused some delay in work) Place shims under bearing pads on Haines on EWO. Pave N. side Southview & Haine Brx S. to 68th. Exc. "E" line at 63rd & place fill at E. end Barbur Brx (completed paving at 5:00 PM)

Aug 21,84 Tues clear-warm
Grading fill E end Haines Brx (error in grader causes delay) Exc on "E" line Sta 18 - North & grading subgrade South, work on berms on 68th, Exc for 55 pipe vic. Detention basin (Informed today Sub - Sfreal leaving job tomorrow)
Barbur Brx - clean-up & strip
Haines Brx - shim pads B1 #3 (close inside NB lane)

Aug 22,84 Wed Cloudy
Grade & prepare to pave H Line - D Line intersection pave in evening starting 6:00 PM - 10:00 PM divert traffic - to new bridge. Exc N end of E line - haul to Ls line fill, work on berms on 68th, drill holes for pilasters on soundwall relocation at Southview on EWO.

Aug 23, 1984 cloudy Thurs.
Haul soft subgrade, "E" line, build embankment North end Ls. Auger pilaster holes on D line soundwall re-build (EWO) make driveway connection to new grade on "H" line just north of "D" line. Pour 2 G-2 inlets, Excav. 5 inlets and driveway on 62nd 32+20'±).

Aug 24,84 Fri. Partly cloudy
Exc on "E" line, N end & haul to Ls fill
Strip btm deck Barbur Brx
Form catch basins & Lay subdrains on E Line
Start demolition of Haines Brx
Set Pilasters on soundwall revision Sx of Southview

Aug 25, 84 clear-warm Sat.
Grade on E line & round slopes
place embx on Ls Sta 25-30
Excv "J" line to "A" line
Demolition on old structure at Haines

Aug. 26, 84 Sun Clear-warm
No Act.

Aug 27, 84 Mon Partly cloudy
Grading E line. Start addl excv on EWO #14
on "L" line slope. Haul to Ls (N) fill.
work on driveways on Southview & 62nd
Pour pilaster ftgs. on Soundwall revision on EWO-
Install 15" SS on E line.

Aug 28, 84 Tues clear-warm
City of Tigard install 25mph signs on 68th
Grade for driveways on Southview & on 62nd.
Grade for CTB on E line.
Excv extra 10' on L slope on EWO #14 &
haul to Ls fill.
Excv for pipe on E line vic 12+00 & 8+00.

Aug 29, 84 Wed clear-warm
Place CTB on "E" line to sta 20
Excv Sx of Haines St. on Ln & haul to Ls line
Grade & work on soft spots on N end of
E line. Close 68th (no notice given) and excv
AH-B line haul to Ls fill. Grade & place
conc. curbs & ~~[illegible]~~ driveways 62nd & on Southview

1x D3 cat #26^{23}/hr.
2x stake hop
3x D8 cat (4 hours) #166^{00}
4x 1/2 haul time #12^{00}
5x move on drill #12^{00}
6x possibly some traffic contr

Truck cost - 32^{00}/hr

EWO #14

end "E"
and Southview.
and build Culvert
between pilasters for
dge removal.
xcav. and install
line.

c. Work on 67th
ement wet it
n removing old
d "B", finish
z.

J D Simpson

1/4 — J D Simpson

Sc

x Grade to blue tops
Fix end of "E" line x Grade manholes on 62nd & on Southview x Pave ATB on intersection Haines & "D" line x Dry finish overhang Barbur Br x Make fill on LS line from Exca Sx of Haines Br x work on Bridge removal Haines Br x Blast on night shift Sx & Nx of Haines Br.

Aug 30, Thurs. Cloudy '84
Work and grade north end "E" adjust man holes on 62 and Southview. 66th excavate for "B" line and build Cul-de-Sac. "D" soundwall excav. between pilasters for wall panels on EWO. Bridge removal on old Haines east side. Excav. and install 12" Sewer (152 Ft.) "H" line.

Aug. 31, Friday Cloudy showers.
Excavate "B" & 66th cul-de-sac. Work on 67th Cul-De-Sac. Remove old pavement west of "H". Build fill on "Ls". Work on removing old Haines str. Strip curb, wall "B", finish working on overhang, bent 2.

J D Simpson

Sept. 1 '84 Sat Fair
No act.

Sept. 2 '84 Sunday Fair
No activity

Sept 3 '84 Monday Fair
— No Activity —

J D Simpson

Sept 4, 84 Tues Partly cloudy
Exc Cul-de-sac on 67th x Grade to blue tops Nx end of "E" line x Grade manholes on 62nd & on Southview x Pave ATB on intersection Haines & "D" line. Dk finish overhang Barbur Brx. Make fill on Ls line from Exc Sx of Haines Brx work on Bridge removal Haines Brx Blast on night shift Sx & Nx of Haines Brx.

Sept 5,'84 Wed Rain in afternoon

Place top lift A/C on 62nd
Trench for 55 pipe L42-L90
Exc & place rock cul-de-sac on 67th
Grade N. end of E line
Dry finish Barber Bt. overhang.

Sept 6,'84 Thur Rain

Set soundwall panels on EWO at Southview
Exc on Ln Sx of Haines Rdx & drill to
Shoot appx Sta 42 Ln Lt. Load out broken
concrete from Haines Btx
Fine grade berms on 68th
Work on rail on Barber Bt.
Trench for 12" pipe AH 45-43

Sept 7,'84 Showers Friday

"BB" work on bridge rail (2 tube). Excav. for 12" storm sewer L 62+50 - 65+(4) Drill blast holes for bent 2 Stage II Haines, Form & place reinf. bent 1 stage II Haines. Grade Baylor between 66th & 67th

J.L. Simpson

Sept 8,'84 Sat. Partly Cloudy

Trench & Lay Pipe "B" line 57-60, 50-52

Sept 9,'84 Sun

No Act.

Sept 10,'84 Mon.

Place CTB on "E" linex Place concrete for ftg. Haines Rd Bt#1x Exc East fwy on "L" line vic. Haines place in N. end Ls fill. Contr informed material to wet & fill not acceptablex Trench for pipe W. side fwy.

(over)

Sept 10, 84
adj. to Landmark ford. Dry finish on Barbut Bridge. Grade on Baylor St. E. of 67th
Blast on night Shift S. of Haines Rd.
on East side of fwy.

Sept 11, 84 Tues cloudy
Grade to blue tops on Baylor St.
" berms back of curb on 68th
Forming abut. wall Bt. #1 Haines
Place rock on cul-de-sac on 67th. Lay drain
pipe adj. fwy near Landmark ford
Exc. Bt# 2 ftg. Haines - haul to N. end of
Ln line material wet fill rejected
Blast at Bt# 2 Haines on Night Shift.

Sept 12, 84 Wed clear warm
Place CTB on Baylor St. & S. end E. & Ln
Exc. & Blast for BT#2 ftg Haines. Exc for drainage
Ln S. of Haines. Exc. & place Storm Sewer
Ls adj fwy & Landmark ford. Form & place re-bar
abut. wall BT#1 Haines. Work on rail on Barbut
Br.

Sept 13, 84 Thur. Clear-warm
Lay drain pipe S. end "B" line. Exc. N. "B" line
& sub-exc. on EWO soft area of marsh muck.
Place curb on "E" line. Form abut. 2 wall &
exc. ftg BT#2 Haines Rd. Haul excavated material
to random fill area.

Sept. 14, '84. Friday Clear warm
Excav. & install 12" storm sewer on "B" line. Drill
and shoot rock for 12" storm sewer "L" adjacent
to bent 2 Haines footing. Pour Bent 1 Haines
abutment wall. Continue excav. & grade "B" line.
Pour Manhole base on A# line @ Clinton.
Blast on night Shift Lt. Ln 39+

Sept 15, 74 Sat Cloudy - clearing warm
Work on "E" line slope in PM
" Nx end random fill, work slope Ls &
area Bt #4 Haines Rd.
Complete placing 4" - on EWO on "B" line & Grade
to Sub grade.
Install perf drain on "B" line

Sept 16, 74 Sun Clear-warm

No Act.

~~Sept 17, 74 Mon~~
Sept 15, 74 Sat. - Accident abt 6:45 PM S. bound I5
between 99W & Haines Rd. car went off fwy
passed over fill under constr & rolled down
bank 3-people Killed one injured - Police report
will be obtained - no apparent cause from constr
activities

Sept 16, 74 Sun

No Act.

Sept 17, 74 Mon clear-warm
Place CTB on "B" line. Exca adj. to Atlantic
W. of Haines Rt. & haul to area btwn "B" & fwy.
Form Bt #4 Haines Rd. Form & pour curb N.
end of "E" line.

Sept 18, 74 Tues Clear-warm
Place re-bar Bt #2 Stage 2 ftg. & cols & re-bar
Bt #4 ftg. Grind & Sack span #5 So. wingwall Barbur.
Exca "AH" line N. of Clinton, Place in fill Ls line.
Place A/C top lift Southview, base lift Baylor
& base lift "E" line, also base lift Cul-de-Sac
67th. Trench for pipe "D" line & "L" line.

Sept 19,84 Wed. Partly Cloudy
Place A/C on "E" line. Exc. trench for
15" sewer pipe L 92-90. Place re-bar for
Col. & ftg. Bt# 2 Haines. Break up large rocks
Nx of Haines on Ln. Drill & Shoot Sta. 4+88 "T".
Dispose of fill material from trenching in random fill.
Dry finish on Barbour Bt. & laying 2 conduits.

Sept 20,84 Thur. Cloudy
Complete base course of A/C on "E" line
Drill to Shoot on "T" line.
Grade to blue tops on AH adj. to Cooper's
Pour abt. #4 ftg & ftg. Bt#2
Grind & sack S. wingwall Barbour Bt.
Exc. Ln Nx of Haines & haul to Ls fill &
random fill. Lay pipe SE corner of Haines
Bt.

Sept 21,84 Friday Cloudy
Grade and subex on AH adjacent
to Coopers. Drill to shoot on "T" line.
Slip form modified curb "B" line. Start
forming bent 2 rt. Col., Haines, Excav.
Ln, N. of Haines. Dry finish Barbour Str.

Sept 22,84 cloudy-rain
No Act.

Sept 23,84 sun
No Act.

Sept 24,84 Mon clear
Grade on "AH" for CTB. Exc. Ln vic. Haines
& haul to random fill. Dry finish on Barbour Bt.
Form for Col. Bt#2 Nx Haines Bt. work on
ME inlet on 68th Sx of Franklin. "Inspection of
curb on "B" line - very poor workmanship marked
some for removal

Sept 25, 84 Cloudy Tues
Place CTB "AH" Haines - Clinton Place top lift
A/C "E" line 14-30. Grade W. of BB line Bridge
Break out rejected curb on "B" line.
Form & pour ME inlet N. of Franklin on 68th
Pour Col. B1#2 Haines Rd. Stage II
Lay sewer pipe Ln 37-40. Grade on "AH" S. of
Clinton St. . Receive report from Drake police etc
that a contr is hauling off stockpiled rock
at Oregon Rock.

Sept 26, 84 clear Wed
Setting permanent rail on "E" line
Fine grade for CTB "AH" 49+75 - 51+68
Form for repour of curb "B" 51+70 - 62+15
work on slope Ln S. Haines.
Stripe "E" line. Work on road appr. W. of
Barbur Br. Trench for pipe Ln 40-37+70

Sept 27, 84 clear
Grout shoulder barrier on "E" line. blade berm
area. forming curb to replace removed curb on "B" line.
Place large rock & wet material on Ls line fill
(have been told many time not to do this)
Place CTB "AH" 49-51
→ (Inform Drake that "E" line cannot be opened till
Grout on rail has an ~~opp~~ chance to cure & that
they have no plan to handle traffic & signing)
work being performed on "E" line all day
contr has no plans to pave Temp ramp
to Tigard - told him this was not acceptable.

Sept. 28, 84 clear Fri.
Replace sections of rejected curb on "B" line
Grout holes in shoulder barrier "E" line
Remove falsework vic Br#2 Haines
Exca. Ln Sx of Haines & haul to Ls fill.
Open "E" line to traffic abt. noon. Start
remove pavement old off ramp, & build temp.
ramp to Tigard. Drill & shoot on T line.

Sept 29, 84 Sat Clear-warm
Exca. Wx appx BB & to E. and for embk.
Exca Wx of of H. line
Pave ramp off "E" line to Tigard.

Sept 30, 84 Sun

No Act.

Oct 1, 84 Mon Clear-warm
Place btm lift A/c on "B" line
Exca. conc. pave. on old Barbur off ramp &
haul to Ls Nx end. Place conc. sewer pipe
"E" 7+60 & BB 193-192. Blast on ln 35-45 on
night shift. Install mailbox posts on 62nd.
Form x-beam Br#2 Haines Rd. bridge. Fill grout
holes & finish on "E" line shoulder barriers.
→ Look at stockpile of CTB rock with Jon Simpson
abt. 1/2 gone. A survey crew was there
measuring for Oregon Rock.

Oct 2, 84 Tues clear-warm
Grading both appr. to Barbur Br.
Exc T line, drill & blast.
Cad weld re-bar on Haines Rd. X beam
Place embk. matl. on Ls N. end from T & BB lines
→ State crew stripe "B" & open to traffic in AM.

Oct 3, 84 Wed Partly Cloudy
Grade to blue tops appx to BB bridge.
Exc A & T lines & haul to LS fill. Drill & blast.
Some work (grading) on detour AH South
Dry finish on wingwall (N.E.) Barbur Br.
Form Bt#2 Stage 2 X beam
Pour curb Sections on AH

Oct 4, 84 Thurs Showers
Exc "A" & "T" lines - haul to random fill
Backfill curb on "AH". N. of Clinton
Set forms for curb "AH" 51+21-51+67 &
"B" line at gore points. CTB at Barbur Br.
appx rained out. Form X beam Bt#2 Stage 2
Haines Rd.

Oct. 5, 84 ~~Thurs~~ Friday - Cloudy
Ex. "A" & "T" drill for blasting, haul to random fill. Pour curb AH & B at gores, H at 67th. CTB both ends of Barbour Blvd. Pour bent 2 stage 2 x-beam @ Haines Br. Exc detour & place rock under Haines Rd. Br. Sb bound - haul to LS Fill.

Oct 6, 84 Sat Cloudy
Exc A & T lines & place for embk LS North
Exc detour Sb bound under Haines & place
base rock

Oct 7, 84 Sun
No Act.

Oct 8, 84 Mon Cloudy - Rain
Form curbs W. appr. Barbur Br.
Place rock for Ls detour under Haines Br.
Exc. for Ln detour under Haines, haul to random fill. Dry finish on Barbur Br.
No paving on "AH" due to rain
Form curb on Baylor adj. to Cooper (not contract work)

Oct 9, 84 Tues cloudy
Pave A/C AH line 40-47, 50-53
Pour type C curb Lt side 194-196
Place rock on detour Ls under Haines
Exc. Ln via Haine haul to Random fill
Exc. "A" & "T" lines. to emb Ls.

Oct 10, 84 Wed - Rain
Grade rock for detour Ls line
Place rock Ln detour
Clean-up deck Barbur Br.
Drill to shoot on "T" line

Oct 11, 84 Thur Rain
Place rock for detour Ln under Haines Rd.
Exc. blasted rock & haul to Random fill
Form & Pour curb on BB line.
Exc. for damage from Shade Shop patio on EWO.

Oct 12, 84 Fri. Rain
Drill, shoot, excavate "9" east and "T" lines and haul to random fill. Hook up temp drainage to Shade Shop on EWO #9

J D Simpson

Oct. 13, 84 Sat Showers
Exc. on "T" line & haul to random fill.

Oct 14, 84 Sun
No Act.

Oct 15, 84 Mon Cloudy 90°+
Lay A/C on I5 detour under Haines Bx.
Exc "T" line & haul to random fill
Trench for drain from shade shop on EWO
"Clean-up" rail sections on Barbur Bx.

Oct. 16, 84 Tues. Partly Cloudy
Place A/C BB line to divert E bound traffic over new bridge. Stripe & sign & move I5 traffic into Stage II phase 3 under Haines Rd (diverted about 4:00 PM). Exc "T" line & haul to Ls fill. Grout rail posts on Barbur Bx. Blast on night shift Ln 409. (Truck hauling trailer hit "A" line bridge & damaged diaphram beam. Truck did not stop

Oct. 17, 84 Wed
Exc & place re-bar for lite poles bases #6, 8, 10, 12
Start removing center span Haines Rd Bridge.
Open Ln detour under Haines in morning. Exc Sx end "T" line to embk Ls.
Open Barbur Bx to E bound traffic 3:00 PM
Blast on night shift Ln 409

Oct 18, 84 Thurs Rain
Exc "T" line haul to random fill. Continue to drill & shoot. Demolish fwy span old Haines Bridge.
Exc & pour sign ftgs 75-76, 77, 78, 79, 46 & 85
Clean out ftg. holes for signs 6, 8, 10 & 12

~~Fri~~

Oct 19, 84 Fri Rain

Exc "T" line & haul to random fill. Continue to drill & shoot. Demolition of Haines Br.
Dry finish Bt#2 Stage II cols. Pour Sign ftgs 6, 7, 10 & 12

Oct 20, 84 Sat showers

Oct 21, 84 Sun

No Act.

Oct 22, 84 Mon Partly cloudy

Exc Wx Barbur Br. app. for CTB
Dry finish on curb Barbur Br.
Remove center span ~~dept~~ to debris from Haines Br. Restress rods in Sx half of Haines Br.
Work on driveway chain at Prices house 62nd & Southview
Drill to shoot on "T" line
Install 21" sewer on "T" line.
Remove old Haines Br. cols. & wall SB side & part on N/B on night shift

Oct 23, 84 Tues Rain

Lay 21" pipe on "T" line. Lay CTB Wx app. to Barbur Br. Nx side. Work on rail on Barbur Br.
Layout ftg for Bt#3 ~~Ft~~ Nx side
Exc ftgs. #81 & 82 & set cages on "B" line
Demolish remainder of old Haines Br. wall adj. to N/B traffic on night shift

Oct 24, 84 Wed. Cloudy
Exc. Nx ftg. Bt#3 & Form ftg. Haines Br.
Remove lower section of Bt#2 Haines Br.
Install 21" pipe on "T" line & 12"
Work on curb, dry finish & grout posts.
Barbur Br. Pour ME inlet detention basin

Oct 25, 84 Thur. Showers
Exc. on "T" line & haul to random fill. Pour 2 M.H. bases. Strip ME inlet in detention basin
Form & place re-bar for ftg. Bt# 3 Haines Rd.
– Inform Dennis Hammond & Lanco Fleet reps we will assist in staking pile ftgs., directed Tony (inspr.) to continue his layout for thermo hole in detour N/B under Haines patched on EWO.

Oct. 26, 1984 Friday - Rain
Excav ~~Random fill~~ "T" line, haul to random fill. Tie reinf. Bent 3 North footing, Haines Br. Form & pour inlets BB & T.

Oct 27, 84 Sat
No Act.

Oct 28, 84 Sun
No Act.

Oct 29, 84 Mon Showers in afternoon
Pave Nx side Barbur Br. approaches.
Place subdrains on "T" line.
Pour ftg. Bt# 3 (Nx) on Haines Rd.
Exc. "T" line vic 408 & haul to random fill.

Oct 30, 84 Tues Rain in afternoon
Exc rock on "T" line - haul to "T" under Barbur Blv. Form Grout pads Bts 1, 2 & 4. Place rock around Bt#3 ftgs. Pour catch basin BB liner & on "T" line
→ Stage on Barbur Blv & approx & divert Wx bound traffic onto bridge - all Barbur traffic now on bridge
Dry finish work on curbs Barbur Blv
Lay underdrain on "T" line. Old Bill Gebel would not be able to install shldr barrier till Mon.

Oct 31, 84 Wed Cloudy - cool
Exc ftgs #9, 14 & 15 for lites. Remove lite pole #1
Exc "T" line 7-94+50 good material to "T" under Barbur Blv. other to random fill.
Form cols Bt#3 (Nx). Start backfill at Bt#1 where road settlement is occuring.

~~Oct~~ Nov 1, 84 Thurs. Rain
Move tempy lite pole #1 in Env. Drill hole for traffic signal pole #9
Form cols Bt#3 (N) Haines Rd.
Exc on "T" line

Nov 2, 84 Fri Rain (heavy)
Pour cols Bt#3 (N). Place shldr barrier E. side N bound detour line to contain mud slides from cut.
Inform Drake (again) that depression NE corner of Haines Rd must be fixed today.
Drill to shoot on "T" line cuts
Inspection by Tom Lowe FHWA.

Nov 3, 84 Sat
No Act.
//

Nov 4, 84 Sun
No Act.

Nov 5, 84 Mon. Cloudy

→ Close "A" line at abt 9:00 AM. Start demolition of Barbur Bx. over "A" line

Strip forms from Cols #3(N) Haines Bx.

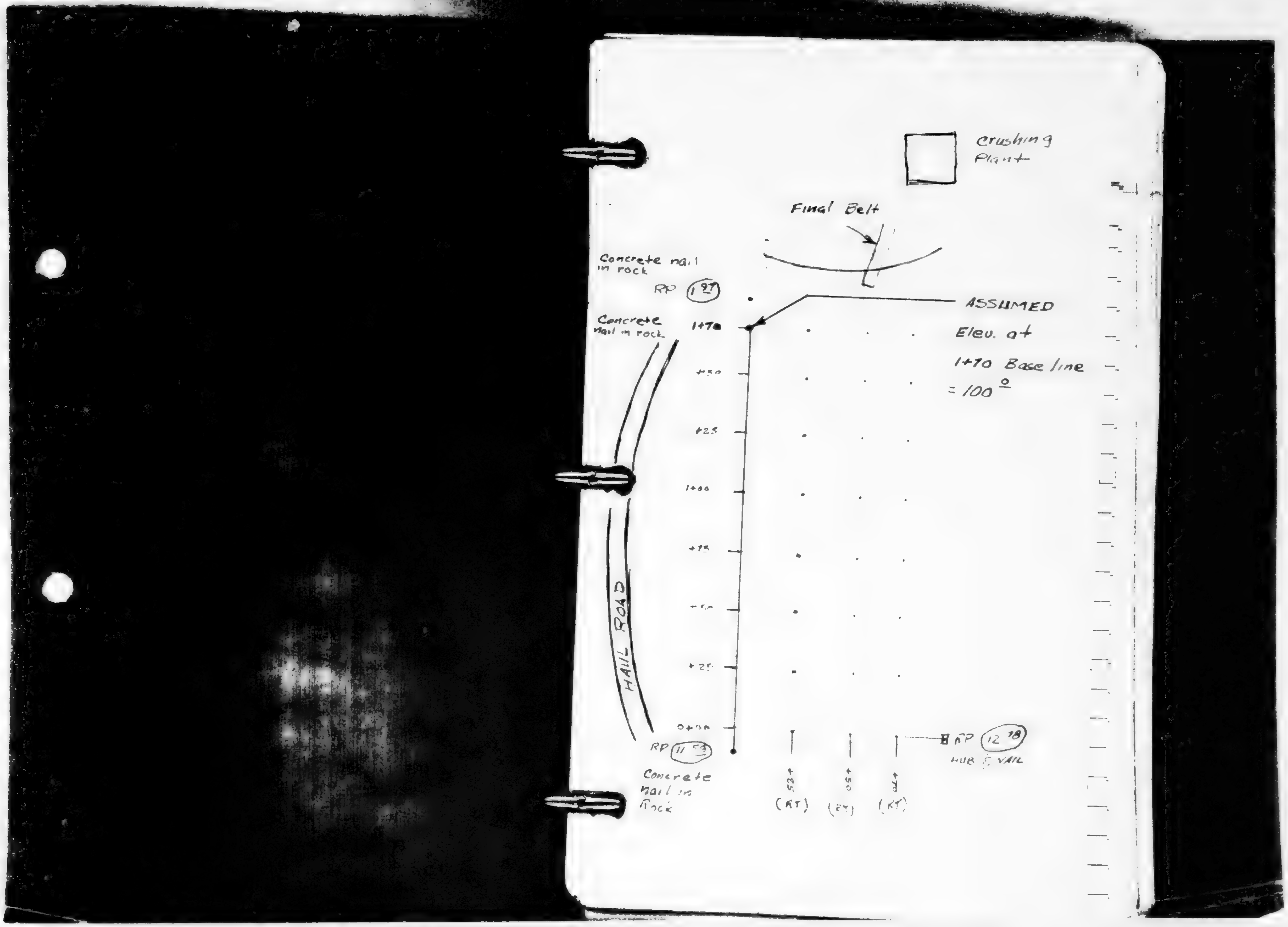
Seed & mulch "E" line, Vic. Soundwall, C & D & detention basin. Repair work on rail on Barbur Bx.

Truck hauling backhoe hit "A" line (new) bridge with high load did more damage to diaphram beams

Exc. for drainage on "T" lines.

Work on ftgs #9, 11, 13, 14 & 15 & pour for lite poles

③


Crushing Plant
Final Belt
Concrete nail in rock
RP 1^{97}
Concrete nail in rock
1+70
+50
+25
1+00
+75
+50
+25
0+50
RP 11^{59}
Concrete nail in Rock
HAUL ROAD
ASSUMED Elev. at 1+70 Base line = 100^{0}
RP 12^{78}
HUB & NAIL
+25 (RT)
+50 (RT)
+75 (RT)

1"-0 Date V. Wessgren

Stock Pile Line Staked Party S. Ezzell R. Salisbury

Pro N. Tigard — S. Tigard Interchange

Location — Oregon Rock Products

LEVEL SHEETS

Oregon State Highway Division

STOCK PILE

OREGON ROCK

PRODUCTS

1ST Page

Form 734-3034

SP*70635-734

1"- 0

STOCKPILE Line Date Staked Thu 1-12-84

Party V. Wassgren
J. Ezzell
R. Salisbury

Project N. Tigard - S. Tigard Intchng

Sta	+	HI	−	Ground Elev Base Line	
TBM Base line 1+70	$5^{\underline{43}}$	$105^{\underline{43}}$		$100^{\underline{0}}$	ASSUMED Elev
0+00			$3^{\underline{9}}$	$101^{\underline{5}}$	
+25			$4^{\underline{0}}$	$101^{\underline{4}}$	
+50			$4^{\underline{4}}$	$101^{\underline{0}}$	
+75			$5^{\underline{4}}$	$100^{\underline{0}}$	
1+00			$5^{\underline{4}}$	$100^{\underline{0}}$	
+25			$5^{\underline{7}}$	$99^{\underline{7}}$	
+50			$6^{\underline{1}}$	$99^{\underline{3}}$	
1+70			$5^{\underline{43}}$	$100^{\underline{00}}$	
0+00 RP 70.0 RT $\boxed{12^{\underline{78}}}$			$2^{\underline{25}}$	$103^{\underline{18}}$	HUB & Nail
TBM 1+70			$5^{\underline{43}}$	$100^{\underline{00}}$	assumed Elev $100^{\underline{00}}$

LEVEL SHEETS

Oregon State Highway Division

	25.0 RT		50.0 RT		70.0 RT	
	−	Elev	−	Elev	−	Elev
0+00	$3^{\underline{8}}$	$101^{\underline{6}}$	$3^{\underline{6}}$	$101^{\underline{8}}$	$4^{\underline{3}}$	$101^{\underline{1}}$
+25	$4^{\underline{3}}$	$101^{\underline{1}}$	$4^{\underline{7}}$	$100^{\underline{7}}$	$5^{\underline{4}}$	$100^{\underline{0}}$
+50	$5^{\underline{0}}$	$100^{\underline{4}}$	$5^{\underline{5}}$	$99^{\underline{9}}$	$6^{\underline{0}}$	$99^{\underline{4}}$
+75	$5^{\underline{6}}$	$99^{\underline{8}}$	$5^{\underline{9}}$	$99^{\underline{5}}$	$6^{\underline{1}}$	$99^{\underline{3}}$
1+00	$5^{\underline{8}}$	$99^{\underline{6}}$	$5^{\underline{9}}$	$99^{\underline{5}}$	$6^{\underline{3}}$	$99^{\underline{1}}$
+25	$5^{\underline{9}}$	$99^{\underline{5}}$	$6^{\underline{2}}$	$99^{\underline{2}}$	$6^{\underline{6}}$	$98^{\underline{8}}$
+50	$5^{\underline{7}}$	$99^{\underline{7}}$	$6^{\underline{5}}$	$98^{\underline{9}}$	$7^{\underline{1}}$	$98^{\underline{3}}$
+70	$5^{\underline{8}}$	$99^{\underline{6}}$	$6^{\underline{5}}$	$98^{\underline{2}}$	$6^{\underline{8}}$	$98^{\underline{6}}$

Form 734-3034

SP70536-734

1" - 0

STOCK PILE Line

Date Staked Thu 1-12-84

Party U. Wassgren
J. Ezzell
R. Salisbury

Project N. Tigard - S. Tigard Interchange

STOCK PILE
OREGON ROCK PRODUCTS

LAST PAGE

Oregon Rock Products

X-section additional stock pile site

TBM 103^{18}
2^{24}
HI = 105^{42}

	+90 Rt	1+15 Rt	1+40 Rt
1+70	6^{9} Elev. 98^{5}	7^{0} Elev 98^{4}	7^{3} Elev 98^{1}
1+50	6^{7} Elev 98^{7}	6^{9} Elev 98^{5}	7^{1} Elev. 98^{3}
1+25	6^{1} Elev 99^{3}	6^{8} Ela 98^{6}	7^{0} Elev 98^{4}
1+00	6^{0} Elev 99^{4}	6^{6} Ela. 98^{8}	7^{2} Elev 98^{2}
0+75	6^{4} Elev 99^{0}	6^{4} Elev 99^{0}	7^{0} Elev 98^{4}
0+50	6^{0} Elev 99^{4}	6^{3} Elev 99^{1}	6^{4} Elev 99^{0}
0+25	5^{6} Elev 99^{8}	6^{1} Elev 99^{3}	6^{1} Elev 99^{3}
0+00			

+82.18 Rt
Fd H+
Elev 103^{18}

Water Tank area

Base Date Party RM, I
line Taken 2-10-84 J Sh
N-S Tigard Interchange F 0,
Oregon Rock Products
X-Section original ground

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

FORM 1-32 IBM

STATION

℄

N-S Tigard Interchange

Oregon Rock Products

Stock Pile

X-Section

2-1-84

DATE LINE STAKED 2-1-84

PARTY R Mills
J Shino
F Ojedo

PROJECT N-S Tigard Interchange

GROUND ELEV | GRADE ELEV | STATION

℄

0+50

0+25

0+00

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

FORM 1-32 IBM

℄

					STATION
$\frac{99^{3}}{0}$	$\frac{124^{7}}{30}$	$\frac{125^{9}}{44}$	$\frac{99^{4}}{70}$		0+50
$\frac{101^{4}}{0}$	$\frac{116^{9}}{22}$	$\frac{114^{7}}{50}$	$\frac{100^{9}}{70}$		0+25
$\frac{101^{5}}{0}$			$\frac{101^{1}}{70}$		0+00

DATE LINE STAKED 2-1-84

PARTY R Mills
J Shae
F Ojeda

GROUND ELEV | GRADE ELEV | STATION

PROJECT N-S Tigard Interchange

℄

1+70

0+75

J. L. DARLING CORP
TACOMA WASH USA

Rite in the Rain
WEATHERPROOF

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

Right

℄

STATION

Make vertical at
Station 1+70

		105^{5}	105^{2}		
1+70	100^{0} 0	~~106~~^{5} 30	~~106~~^{2} 57	98^{6} 70	1+70
		116^{3}	114^{2}		
0+75	100^{2} 0	~~117~~^{2} 26	~~115~~^{7} 50	99^{3} 70	0+75

GROUND ELEV | GRADE ELEV | STATION

DATE
LINE STAKED 2-1-84

PARTY R. Mills
F. Ojeda
J. Shne

PROJECT N-S Tigard Interchange

℄

J. L. DARLING CORP
TACOMA WASH USA

"Rite in the Rain"
WEATHERPROOF

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

STATION

℄

N-S Tigard Interchange

Oregon Rock Products

X-section of CTB
Stock pile

2-29-84

GROUND ELEV GRADE ELEV STATION

2-29-84

R Mills
J Shine
F. Ojeda

PROJECT N-S Tigard Interchange

Left ℄

0+50

0+25

0+00

'Rite in the Rain' WEATHERPROOF

110^{2}

CROSS SECTION SHEET
OREGON STATE HIGHWAY DIVISON

℄ Right STATION

101^{0} 0	128^{5} 36	128^{4} 50	108^{8} 104	99^{4} 117	0+50
101^{4} 0	117^{3} 22	114^{7} 54	100^{9} 75		0+25
101^{5} 0	102^{5} 45				0+00

2-29-84

R Mills
J Shine
F Ojeda

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

N-S Tigard Interchange

Left ℄

GROUND ELEV | GRADE ELEV | STATION

1+25

1+00

0+75

℄ Right

STATION	℄					STATION
1+25	99^{7} 0	117^{2} 27	119^{9} 30	125^{0} 90	98^{5} 125	1+25
1+00	100^{0} 0	126^{6} 41	126^{5} 87	98^{5} 126		1+00
0+75	100^{0} 0	128^{1} 42	127^{3} 80	99^{0} 117		0+75

PARTY R Mills
I Shine
F Ojeda

LINE 2-29-84

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

PROJ N-3 Tigard Interchange

GROUND ELEV	GRADE ELEV	STATION	Left ℄	℄ Right	STATION
				Make Vertical at Sta 1+70	
		1+70		$\frac{100^{2}}{0}$ $\frac{107^{0}}{26}$ $\frac{107^{4}}{50}$ $\frac{104^{4}}{100}$ $\frac{98^{3}}{125}$	1+70
				$\frac{98^{4}}{125}$ $\frac{122^{1}}{103}$	
		1+50		$\frac{99^{3}}{0}$ $\frac{112^{6}}{19}$ $\frac{111^{4}}{30}$ $\frac{111^{1}}{50}$ $\frac{118^{2}}{60}$	1+50

Rite in the Rain

GROUND ELEV GRADE ELEV STATION

PARTY R Mills
J Shine
F Ojeda

2-28-84

PROJECT N-S Tigard Interchange

℄

℄

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

STATION

N-S Tigard Interchange

Oregon Rock Products

X-Section CT B

Stock Pile Site

4-2-84

R Mills
J Shino
F Ojeda

4-2-84

PARTY R Mills
J Shino
F. Ojeda

GROUND ELEV | GRADE ELEV | STATION

PROJECT N-S Tigard Interchange

Left ℄

0+50

0+25

0+00

Rite in the Rain

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

℄ Right

STATION

0+50

101^{0}	130^{9}	134^{0}	134^{3}	130^{7}	132^{8}	128^{8}	99^{0}
0	38	58	66	76	82	92	134

0+25

101^{4}	130^{2}	131^{8}	121^{2}	99^{6}
0	40	48	70	100

0+00

101^{5}	101^{3}
0	65

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

4-2-84

PARTY R Mills
J Shine
F Grade

N-S Tigard Interchange

GROUND ELEV

GRADE ELEV

STATION

Left ℄

1+25

1+00

0+75

℄ Right

1+25

99^{2}	128^{5}	126^{2}	119^{9}	117^{2}	119^{2}	112^{9}
0	40	53	64	83	102	114
					98^{3}	108^{2}
					147	190

1+00

100^{0}	132^{9}	132^{8}	122^{9}	120^{7}	116^{9}	119^{2}	99^{1}
0	48	56	70	92	112	118	145

0+75

100^{0}	132^{0}	132^{7}	123^{9}	123^{0}	126^{9}	98^{4}
0	46	68	83	90	99	138

DATE LINE STAKED 4-2-84

PARTY R Mills
I Shino
F Ojeda

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

PROJECT N-S Tigard Interchange

GROUND ELEV | GRADE ELEV | STATION

Left ℄ | ℄ Right

1+70	100^{0}	110^{6}	110^{9}		112^{8}	110^{4}	98^{1}	1+70
	0	20	50		100	117	142	
1+50	99^{2}	124^{7}	122^{0}	115^{9}			98^{2}	1+50
	0	32	52	122			152	

STATION

GROUND ELEV

GRADE ELEV

STATION

PROJECT

℄

Rite in the Rain

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

STATION

℄

N-S Tigard Interchange

Oregon Rock Products

X-section of CTB
stock pile

4-30-84

4-30-84

B Mills
J Shine
F Ojeda
R Killgore

N-S Tigard Interchange ℄

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

℄ Right

				STATION
101^{5}	139^{3}	133^{1}	99^{2}	0+50
℄	50	82	126	
101^{4}	131^{8}	79^{5}		0+25
℄	43	109		
101^{5}		101^{2}		0+00
℄		68^{0}		

PARTY R Mills
J Shino
F Ojedo
R Killgore

LINE STAKED 4-30-84

PROJECT N-S Tigard Interchange

GROUND ELEV. | GRADE ELEV. | STATION

℄

Rite in the Rain

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

Right

℄					STATION
99^{7}	133^{2}	131^{2}	98^{8}		1+25
℄	44	102	153		
100^{0}	135^{6}	131^{8}	126^{1}	98^{2}	1+00
℄	53	92	103	138	
100^{0}	132^{8}	142^{8}	138^{6}	99^{0}	0+75
℄	48	66	83	132	
100^{4}	136^{2}	146^{3}	98^{9}		0+65
℄	49	73	129		

DATE
LINE STAKED 4-30-84

PARTY R Mills
J Shine
F Ojeda
R Lillgard

N-S Tigard Interchange

℄

Make 1+85 Toe of slope making it horizontal back To station 1+70 at which point it should be made Vertical

Rite in the Rain

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

Right

℄					STATION
	105^{4} 21	106^{5} 42	107^{2} 100	107^{0} 121	1+85
100^{0} ℄				98^{9} 145	1+70
99^{3} ℄	133^{2} 44	131^{2} 110	98^{7} 149		1+50

PARTY R Mills
J. Shine
F. Ojeda
R. Killgore

LINE STAKED 4-30-84

PROJECT N-S Tigard Interchange

DISTANCE
ELEV.
STATION

℄

℄

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISON

STATION

Rite in the Rain

140.57
138.99

+25	109
+ 50	126
+ 75	132
+ 1—	138
1+25	153
1+50	149
1+70	145

(6)

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

PROJECT NAME (SECTION) N. tigard - S tigard Interchange			CONTRACT NO. 9615
HIGHWAY Pacific	COUNTY Clack Mult, wash		PREFIX 634-1086
CONTRACTOR OR SUPPLIER Donald M. Drake Oregon Rock products	SOURCE NAME Oregon Rock		F.A. PROJECT NO. I 5-5(73) 293
RESIDENT ENGINEER Robert E. Shotwell	SOURCE NO. 3488-1	MATERIAL SIZE 3/4-0	TO BE USED IN C+B · B.I. NO. 27 · REPORT NO. 11

	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.
	4-17-84	AM		4-19-84	PM		4-25-84		
SAMPLED AT	Final belt plant			Final belt plant			Final belt plant		
DAILY PRODUCTION AT TIME OF SAMPLE	700	☒ TON		700	☒ TON		700	☒ TON	
AMOUNT REPRESENTED BY TEST	700	☐ C.Y.		700	☐ C.Y.		700	☐ C.Y.	
AMOUNT INCORPORATED	700			700			700		
AMOUNT REJECTED	—			—			—		
TEST METHOD	☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1"	100	0	~~3.2~~	100	0	0	100	0	0	100
3/4	90-100	1.03	3.2	96.8	1.39	4.0	96	0.75	2.6	97.4
1/2	—	6.53	20.5	76.3	8.33	24.2	71.8	7.64	26.7	70.7
3/8	55-75	3.58	11.3	65.0	4.63	13.5	58.3	4.17	14.6	56.1
1/4	40-60	4.55	14.3	50.7	5.22	15.2	43.1	4.14	14.5	41.6
PAN		16.13	50.7		14.85	43.1		11.89	41.6	
TOTAL		31.82	100		34.42	100		28.57	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													

10-0/4-0	40-60	7.70 / 16.13		47.7	7.11 / 14.85		47.9	5.63 / 11.89	47.4
40-0/10-0		/			/			/	
200-0/10-0		/			/			/	
FRACTURE									
LIQUID LIMIT									
PLASTICITY INDEX									
SAND EQUIV.	30	3.6/7.7 = 47			3.8/6.9 = 56			3.8/6.4 = 60	
DELET. SUBST.									

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME	TIME	NAME	TIME	NAME	TIME

REMARKS

Stockpiled for CTB

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.			
FAILING INCORP.			
REJECT			

PREPARED BY

J. Ezzell

RESIDENT

734-1792 (REV. 1-81)

CIRCLE ALL FAILING TEST RESULTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

CIRCLE ALL FAILING TEST RESULTS

PROJECT NAME (SECTION) N tigard - S tigard Interchange		CONTRACT NO. 9615
HIGHWAY Pacific	COUNTY Clark Mult - Wash	PREFIX 634-1086
CONTRACTOR OR SUPPLIER Donald M. Drake	SOURCE NAME Oregon Rock prod.	F.A. PROJECT NO. IS-5(73)293
RESIDENT ENGINEER Robert E. Shotwell	SOURCE NO. 3488-1 MATERIAL SIZE 3/4-0	TO BE USED IN C+B B.I. NO. 27 REPORT NO. 10

	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.
	4-25-84	AM		7-10-84	PM		7-13-84	PM.	

SAMPLED AT			JOBSITE FINAL belt		JOB FINAL BELT	
DAILY PRODUCTION AT TIME OF SAMPLE	700	☒ TON	700	☒ TON	700	☒ TON
AMOUNT REPRESENTED BY TEST	700	☐ C.Y.	700	☐ C.Y.	1000 C.Y.	☒ C.Y.
AMOUNT INCORPORATED	700		700		1000 C.Y.	
AMOUNT REJECTED						
TEST METHOD	☒ T-27 DRY ☐ T-11 WET		☒ T-27 DRY ☐ T-11 WET		☒ T-27 DRY ☐ T-11 WET	

SIEVE SIZE	SPECS.	RETAINED		PASS	RETAINED		PASS	RETAINED		PASS
		WEIGHT	%	%	WEIGHT	%	%	WEIGHT	%	%
1	100	0	0	100	0	0	100	0	0	100
3/4	90-100	1.18	3.4	96.6	.37	1.4	98.6	0.60	3.8	96.2
1/2	—	7.57	22.0	74.6	5.19	19.5	79.1	3.88	24.7	71.5
3/8	55-75	3.97	11.6	63.0	~~7.17~~ 3.72	14.0	65.1	2.04	13.0	58.5
1/4	40-60	4.84	14.1	48.9	7.17	27.0	(38.1)	2.29	14.6	43.9
PAN		16.82	48.9		10.07	38.1		6.88	43.9	
TOTAL		34.38	100		26.52	100		15.69	100	

SIEVE SIZE	SPECS.	RETAINED			PASS	RETAINED			PASS	RETAINED			PASS
		WEIGHT	%	%	%	WEIGHT	%	%	%	WEIGHT	%	%	%
PAN													
WASH LOSS													
INITIAL WEIGHT													
10-0/4-0	40-60	8.18 / 16.82			48.6	6.27 / 10.07			(62.3)	3.58 / 6.88			52.0
40-0/10-0		/				/				/			
200-0/10-0		/				/				/			
FRACTURE													
LIQUID LIMIT													
PLASTICITY INDEX													
SAND EQUIV.	30	3.9/9.2 = 43				3.5/7.7 = 45.5				3.6/6.0 = 60.0			
DELET. SUBST.													

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME	TIME	NAME	TIME	NAME	TIME
	F. Clark	P.M.	F. Clark	P.M.	F. Clark	A.M.

REMARKS FOR USE IN C.T.B.

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.			
FAILING INCORP.			
REJECT			

PREPARED BY R. Killgore & J. Ezzell

734-1792 (REV. 1-81)

RESIDENT

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

CIRCLE ALL FAILING TEST RESULTS

PROJECT NAME (SECTION): Ntigard - Stigard

CONTRACT NO.: 9615

HIGHWAY: Pacific

COUNTY: Clack, Mult, Wash

PREFIX: 634-1086

CONTRACTOR OR SUPPLIER: Donald M. Drake

SOURCE NAME: Oregon Rock

P.A. PROJECT NO.: IS-5(73) 293

RESIDENT ENGINEER: Robert E. Shotwell

SOURCE NO.: 3488-2

MATERIAL SIZE: 3/4"-0

TO BE USED IN: CTB

B.I. NO.: 27

REPORT NO.: 8

	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.
	3-28-83	pm	22	3-29-84	pm	23	3-30-84	AM	24
SAMPLED AT	Final belt			Final belt			Final belt		
DAILY PRODUCTION AT TIME OF SAMPLE	600	☒ TON		600	☒ TON		600	☒ TON	
AMOUNT REPRESENTED BY TEST	600	☐ C.Y.		600	☐ C.Y.		600	☐ C.Y.	
AMOUNT INCORPORATED	600			600			600		
AMOUNT REJECTED	0			0					
TEST METHOD	☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1"	100	0	0	100.0	0	0	100	0	0	100
3/4"	90-100	0.93	3.0	97.0	1.50	5.2	94.8	1.73	4.9	95.1
1/2"	—	7.88	25.0	72.0	8.32	29.1	65.7	9.53	26.6	68.5
3/8"	55-75	4.12	13.0	59.0	3.70	12.9	52.8	4.41	12.6	55.9
1/4"	40-60	4.89	15.5	43.5	3.87	13.5	39.3	5.00	14.3	41.6
PAN		13.74	43.5		11.25	39.3		14.62	41.6	
TOTAL		31.56	100		28.64	100		35.09	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	RETAINED %	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													
10-0/4-0	40-60	6.75	/	12.74	49.1	5.06	/	11.25	45.0	7.30	/	14.62	49.9
40-0/10-0			/				/				/		
200-0/10-0			/				/				/		
FRACTURE													
LIQUID LIMIT													
PLASTICITY INDEX													
SAND EQUIV.	30	3.3 / 5.3 = 63				3.6/14.9 = 74				3.7/6.0 = 62			
DELET. SUBST.													

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME	TIME	NAME	TIME	NAME	TIME

REMARKS

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.	10900	1200	12100
FAILING INCORP.	1100	600	1700
REJECT			

PREPARED BY: James Egg

734-1792 (REV. 1-81)

RESIDENT

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

PROJECT NAME (SECTION): N. tigard - S tigard Interchange
CONTRACT NO.: 9615
HIGHWAY: Pacific
COUNTY: Clack Mult Wash
PREFIX: 631-1086
CONTRACTOR OR SUPPLIER: Donald M. Drake
SOURCE NAME: Oregon Rock prod.
F.A. PROJECT NO.: I5-5(73)293
RESIDENT ENGINEER: Robert E. Shotwell
SOURCE NO.: 3488-2
MATERIAL SIZE: 3/4"-0
TO BE USED IN: CTB
S.I. NO.: 27
REPORT NO.: 7

	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.
	3-23-84	PM	19	3-26-84	AM	20	3-27-84	AM	21
SAMPLED AT	Final belt			~~600~~ Final belt			Final belt		
DAILY PRODUCTION AT TIME OF SAMPLE	600	☒ TON		600	☒ TON		600	☐ TON	
AMOUNT REPRESENTED BY TEST	600	☐ C.Y.		600	☐ C.Y.		600	☐ C.Y.	
AMOUNT INCORPORATED	600			600			600		
AMOUNT REJECTED	—			—			—		
TEST METHOD	☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1"	100	0	0	100	0	0	100	0	0	100
3/4"	90-100	0.71	3.9	96.1	1.19	4.0	96.0	1.38	3.2	96.8
1/2"	—	4.68	25.6	70.5	8.03	27.1	68.9	11.18	25.9	70.9
3/8"	55-75	2.28	12.5	58.0	3.65	12.3	56.6	4.90	11.3	59.6
1/4"	40-60	2.18	12.0	46.0	3.98	13.4	43.2	5.65	13.1	46.5
PAN		8.40	46.0	0	12.83	43.2		20.11	46.5	0
TOTAL		18.25	100		29.68	100		43.22	100	

CIRCLE ALL FAILING TEST RESULTS

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	%	PASS %	RETAINED WEIGHT	RETAINED %	%	PASS %	RETAINED WEIGHT	RETAINED %	%	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													
10-0/4-0	40-60	4.91	/ 8.40		58.5	6.30	/ 12.83		49.1	9.15	/ 20.11		45.5
40-0/10-0			/				/				/		
200-0/10-0			/				/				/		
FRACTURE													
LIQUID LIMIT													
PLASTICITY INDEX													
SAND EQUIV.	30	3.3/6.3 = 53				3.7/6.3 = 59				3.7/8.0 = 47			
DELET. SUBST.													

REVIEWED WITH CONTRACTOR REPRESENTATIVE: NAME ___ TIME ___ NAME ___ TIME ___ NAME ___ TIME ___

REMARKS: Stockpiled for CTB

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.	9100	1800	10900
FAILING INCORP.	1100	0	1100
REJECT			

PREPARED BY: James E. [illegible]

734-1792 (REV. 1-81)

RESIDENT

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

PROJECT NAME (SECTION): NORTH-SOUTH TIGARD INTERCHANGE		CONTRACT NO.: 9615	
HIGHWAY: I-5 PACIFIC	COUNTY: WASH, Mult, Clack	PREFIX: 634-1086	
CONTRACTOR OR SUPPLIER: D.M. DRAKE	SOURCE NAME: OREGON ROCK PROD.	F.A. PROJECT NO.: I-5-5 (73) 293	
RESIDENT ENGINEER: ROBERT E SHOTWELL	SOURCE NO.: 3488-2 · MATERIAL SIZE: 3/4"-0	TO BE USED IN: C.T.B. · S.I. NO.: 27	REPORT NO.: 6

	DATE 3-20-84	TIME P.M.	TEST NO. 16	DATE 3-21-84	TIME P.M.	TEST NO. 17	DATE 3-22-84	TIME P.M.	TEST NO. 18
SAMPLED AT	FINAL BELT			FINAL BELT			FINAL BELT		
DAILY PRODUCTION AT TIME OF SAMPLE	600		☒ TON	600		☒ TON	600		☒ TON
AMOUNT REPRESENTED BY TEST	600		☐ C.Y.	600		☐ C.Y.	600		☐ C.Y.
AMOUNT INCORPORATED	500			500			500		
AMOUNT REJECTED	0								
TEST METHOD	☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET	

CIRCLE ALL FAILING TEST RESULTS

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1"	100	0	0	100	0	0	100	0	0	100
3/4"	90-100	.63	2.46	97.5	1.09	3.7	96.3	.51	2.5	97.5
1/2"	—	5.58	21.8	75.7	9.49	32.3	64.0	3.97	19.8	77.7
3/8	55-75	3.08	12.0	63.7	3.94	13.4	50.6	2.34	11.7	66.0
1/4	40-60	3.53	13.8	49.9	3.81	13.0	37.6	2.55	12.7	53.3
PAN		12.77	49.9	0	10.83	36.9		10.52	52.5	
TOTAL		25.59	100		29.36	100		20.05	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													

10-0/40-0	40-60	6.7x / 1[illegible]	[illegible]	5.21 / 10.83		48.1	5.75 / 10.52		54.7
40-0/10-0		/		/			/		
200-0/10-0		/		/			/		
FRACTURE									
LIQUID LIMIT									
PLASTICITY INDEX									
SAND EQUIV.	30	[illegible] / 48 = 70.8		37 / 4[illegible] = 8[illegible] 4			3.5 / 6.1 = 57.4		
DELET. SUBST.									

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME: Frank Clark	TIME: 1 30	NAME: Frank Clark	TIME: 1:30	NAME: Frank Clark	TIME:

REMARKS
FOR USE IN C.T.B.
TEST # 17 LOST 0.7% IN DUST.
TEST # 18 LOST 0.8% IN DUST.

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.	8100	1000	9100
FAILING INCORP.	600	600	1200
REJECT			

PREPARED BY Raydel L. Killgore

734-1792 (REV. 1-81)

RESIDENT

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

PROJECT NAME (SECTION) N Tigard – S Tigard Inchange			CONTRACT NO. 9615		
HIGHWAY Pacific	COUNTY Multnomah Clackamas Washington		PREFIX 634-1086		
CONTRACTOR OR SUPPLIER Donald M. Drake	SOURCE NAME Oregon Rock		F.A. PROJECT NO. IS-5(73)293		
RESIDENT ENGINEER Robert E. Shotwell	SOURCE NO. 3488-2	MATERIAL SIZE 3/4"-0	TO BE USED IN CHB	S.I. NO. 27	REPORT NO. 5

	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.
	2-20-83	Am	13	2-27-84	AM	14	2-28-84	Am	15
SAMPLED AT	Final belt			Final belt			Final belt		
DAILY PRODUCTION AT TIME OF SAMPLE	600	☒ TON		600	☒ TON		600	☒ TON	
AMOUNT REPRESENTED BY TEST	600	☐ C.Y.		600	☐ C.Y.		600	☐ C.Y.	
AMOUNT INCORPORATED	600			600			600		
AMOUNT REJECTED									
TEST METHOD	☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET	

CIRCLE ALL FAILING TEST RESULTS

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1	100	0	0	100	0	0	100	0	0	100
3/4	90-100	1.45	3.9	96.1	1.63	4.8	95.2	0.91	2.1	97.9
1/2	—	8.50	22.6	73.5	9.34	27.5	67.7	9.35	21.5	76.4
3/8	55-75	4.75	12.6	60.9	4.84	14.3	53.4	5.21	12.0	64.4
1/4	40-60	5.00	13.3	47.6	5.15	15.2	38.2	6.52	15.0	49.4
PAN		17.91	47.6		13.0	38.3		21.52	49.9	
TOTAL		37.61	100		33.96	100		43.51	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	%	PASS %	RETAINED WEIGHT	RETAINED %	%	PASS %	RETAINED WEIGHT	RETAINED %	%	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													
10-0/4-0	40-60	9.95/12.91			55.6	5.72/13.0			44.0	10.00/21.52			46.5
40-0/10-0		/				/				/			
200-0/10-0		/				/				/			
FRACTURE													
LIQUID LIMIT													
PLASTICITY INDEX													
SAND EQUIV.	30	3.5/6.7 = 53				3.9/4.9 = 80				3.7/5.5 = 68			
DELET. SUBST.													

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME	TIME	NAME	TIME	NAME	TIME

REMARKS Stockpiled for CHB

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.	6900	1200	8100
FAILING INCORP.	0	600	600
REJECT			

PREPARED BY James E. Egge

734-1792 (REV. 1-81)

RESIDENT

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

PROJECT NAME (SECTION): NORTH TIGARD SOUTH TIGARD INTERCHANGE
CONTRACT NO.: 9615
HIGHWAY: I-5 / PACIFIC Hwy
COUNTY: MULT, CLACK, WASH.
PREFIX: 634-1086
CONTRACTOR OR SUPPLIER: DONALD M DRAKE
SOURCE NAME: OREGON ROCK prod.
F.A. PROJECT NO.: I-5-5(73) 293
RESIDENT ENGINEER: ROBERT E. SHOTWELL
SOURCE NO.: 3488-2
MATERIAL SIZE: 3/4-0"
TO BE USED IN: CTB
REPORT NO.: 4

		DATE	TIME	TEST NO.	DATE	TIME	TEST NO.	DATE	TIME / TEST NO.
		2-14-84	AM	10	2-15-84	AM	11	2-16-84	AM / 12
SAMPLED AT		Final belt			Final belt			Final belt	
DAILY PRODUCTION AT TIME OF SAMPLE		600	☒ TON		600	☒ TON		600	☒ TON
AMOUNT REPRESENTED BY TEST		600	☐ C.Y.		600	☐ C.Y.		600	☐ C.Y.
AMOUNT INCORPORATED		500			500			500	
AMOUNT REJECTED		0							
TEST METHOD		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1	100	0	0	100	0	0	100	0	0	100
3/4	90-100	1.16	3.4	96.6	1.52	3.5	96.5	1.03	2.4	97.6
1/2	—	8.04	23.2	73.4	10.02	23.2	73.3	8.49	20.0	77.6
3/8	55-75	4.74	13.7	59.7	5.88	13.6	59.7	4.93	11.6	66.0
1/4	40-60	4.74	13.7	46.0	6.50	15.1	44.6	5.67	13.4	52.6
PAN		15.93	46.0		19.20	44.6		22.25	52.6	
TOTAL		34.61	100		43.12	100		42.37	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													
$10\text{-}0/_{1/4\text{-}0}$	40-60	8.38 / 15.93			52.6	8.70 / 19.20			45.3	12.74 / 22.25			57.3
$40\text{-}0/_{10\text{-}0}$		/				/				/			
$200\text{-}0/_{10\text{-}0}$		/				/				/			
FRACTURE													
LIQUID LIMIT													
PLASTICITY INDEX													
SAND EQUIV.	30	3.6/6.5 = 56				3.2/5.5 = 59				3.5/7.2 = 49			
DELET. SUBST.													

CIRCLE ALL FAILING TEST RESULTS

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME	TIME	NAME	TIME	NAME	TIME
	Frank Clark	A.m 8:50		AM		

REMARKS: Stockpiled For CTB

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.	5400	1500	6900
FAILING INCORP.	0	0	0
REJECT	0	0	0

PREPARED BY: James L. [illegible]

734-1792 (REV. 1-81)

RESIDENT

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

PROJECT NAME (SECTION) NORTH TIGARD SOUTH TIGARD INTERCHANGE			CONTRACT NO. 9615		
HIGHWAY I-5 - PACIFIC	COUNTY MULT WASH. CLACK.		PREFIX 634-1086		
CONTRACTOR OR SUPPLIER DONALD M DRAKE	SOURCE NAME OREGON ROCK PRO.		F.A. PROJECT NO. I-5-5 (73) 293		
RESIDENT ENGINEER ROBERT E SHOTWELL	SOURCE NO. 3488-2	MATERIAL SIZE 3/4 - 0"	TO BE USED IN C.T.B.	B.I. NO. 28	REPORT NO. 3

		DATE 1-24-84	TIME 9:30A	TEST NO. 47	DATE 1/25/84	TIME 10.00A	TEST NO. 50		DATE 1/26/84	TIME 9:30 A.	TEST NO. 96	
SAMPLED AT		STACKER BELT			STACKER BELT				STACKER BELT			
DAILY PRODUCTION AT TIME OF SAMPLE		600		☒ TON	600		☒ TON		600		☒ TON	
AMOUNT REPRESENTED BY TEST		600		☐ C.Y.	600		☐ C.Y.		600		☐ C.Y.	
AMOUNT INCORPORATED		600			600				600			
AMOUNT REJECTED		—			—				—			
TEST METHOD		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET			☒ T-27 DRY	☐ T-11 WET		

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1"	100	0	0	100	0	0	100	0	0	100
3/4"	90-100	0.75	3.68	96.3	0.68	2.93	97.1	0.90	4.4	95.6
1/2"	-	4.68	22.9	73.4	5.26	22.6	74.5	4.72	23.0	72.6
3/8"	55-75	2.83	13.9	59.5	2.97	12.8	61.7	2.68	13.1	59.5
1/4"	40-60	3.12	15.3	44.2	3.58	15.4	46.3	2.90	14.1	45.4
PAN		9.00	44.2	0	10.73	46.2	0	9.38	46.0	0.
TOTAL		20.38	100		23.22	100		20.50	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	RETAINED %	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													
10-0/40-0	40-60	4.15 / 9.00			46.1	4.65 / 10.73			43.3	5.02 / 9.38			53.5
40-0/10-0		/				/				/			
200-0/10-0		/				/				/			
FRACTURE													
LIQUID LIMIT													
PLASTICITY INDEX													
SAND EQUIV.	30	3.7 / 5.7 = 65				3.5 / 5.6 = 62.5				3.2 / 7.9 = 41%			
DELET. SUBST.													

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME Brenda Clark	TIME 9.30	NAME Brenda Clark	TIME 9 30	NAME Brenda Clark	TIME 9 30

REMARKS BEING STOCKPILED FOR USE IN C.T.B.

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.	3600	1800	5400
FAILING INCORP.	0	0	0
REJECT	0	0	0

PREPARED BY James E. [illegible]

RESIDENT

CIRCLE ALL FAILING TEST RESULTS

734-1792 (REV. 1-81)

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

CIRCLE ALL FAILING TEST RESULTS

PROJECT NAME (SECTION): N Tigard / S Tigard Interchange
CONTRACT NO.: 9615
HIGHWAY: Pacific
COUNTY: Clark, Wash (near LT)
PREFIX: 631-1086
CONTRACTOR OR SUPPLIER: Donald M. Drake
SOURCE NAME: Oregon Rock prod
F.A. PROJECT NO.: I 5-5(73) 293
RESIDENT ENGINEER: Robert E. Shotwell
SOURCE NO.: 3488-2
MATERIAL SIZE: 3/4"-0
TO BE USED IN: CTB
S.I. NO.: 28
REPORT NO.: 2

	DATE 1-18-84		TIME PM	TEST NO. 4	DATE 1-19-84	TIME AM	TEST NO. 5	DATE 1-23-84	TIME AM	TEST NO. 6
SAMPLED AT	stacker belt				stacker belt			stacker belt		
DAILY PRODUCTION AT TIME OF SAMPLE	600			☐ TON	600		☒ TON	600		☒ TON
AMOUNT REPRESENTED BY TEST	600			☐ C.Y.	600		☐ C.Y.	600		☐ C.Y.
AMOUNT INCORPORATED	600				600			600		
AMOUNT REJECTED	—				—			—		
TEST METHOD	☒ T-27 DRY	☐ T-11 WET			☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1	100	~~1.90~~ 0	0	100	0	0	100	0	0	100
3/4	90-100	1.90	5.0	95	1.17	3.5	96.5	0.73	2.0	97.0
1/2	—	10.45	27.3	67.7	8.08	24.2	72.3	6.15	24.9	72.1
3/8	55-75	5.00	13.1	54.6	4.27	12.8	59.5	3.10	12.5	59.6
1/4	40-60	5.00	13.1	41.5	4.82	14.4	45.1	3.50	14.2	45.4
PAN		15.90	41.5		15.07	45.1	0	11.20	45.4	0
TOTAL		38.25	100		33.41	100		24.68	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													

10-0/4-0	40-60	8.58/15.90	54	7.25/15.07	48.1	5.50/11.20	49.1
40-0/10-0		/		/		/	
200-0/10-0		/		/		/	
FRACTURE							
LIQUID LIMIT							
PLASTICITY INDEX							
SAND EQUIV.	30	3.5/6.8 = 52		3.9/5.8 = 67		3.9/5.8 = 67	
DELET. SUBST.							

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME	TIME	NAME	TIME	NAME	TIME
	Jack Baslaugh		Frank Clark		Frank Clark	

REMARKS: being stockpiled for use in CTB

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INCORP.	1800	1800	3600
FAILING INCORP.	0	0	0
REJECT	0	0	0

PREPARED BY: James E. Eggert

734-1792 (REV. 1-81)

RESIDENT

HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

PROJECT NAME (SECTION): ~~N. tigard – S. tigard Interchange~~		CONTRACT NO.: 9615		
HIGHWAY: ~~Pacific~~	COUNTY: Mult Clack Washington	PREFIX: 634-1086		
CONTRACTOR OR SUPPLIER: Donald M Drake	SOURCE NAME: Oregon Rock prod	F.A. PROJECT NO.: I 5-5(73) 293		
RESIDENT ENGINEER: Robert E. Shotwell	SOURCE NO.: 3488-Z	MATERIAL SIZE: 3/4-0	TO BE USED IN: C+B	BR. NO.: 29	REPORT NO.: 1

	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.	DATE	TIME	TEST NO.
	1-16-84	AM	1	1-17-84	AM	2	1-17-83	pM	3
SAMPLED AT	Stacker belt			stacker belt			Stacker belt		
DAILY PRODUCTION AT TIME OF SAMPLE	600	☒ TON		600	☒ TON		600	☒ TON	
AMOUNT REPRESENTED BY TEST	600	☐ C.Y.		600	☐ C.Y.		600	☐ C.Y.	
AMOUNT INCORPORATED	600			600			600		
AMOUNT REJECTED									
TEST METHOD	☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET		☒ T-27 DRY	☐ T-11 WET	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %	RETAINED WEIGHT	RETAINED %	PASS %
1"	100	0	0	100	0	0	100	0	0	100
3/4"	90-100	1.25	3.0	97.0	2.22	4.7	95.3	1.24	3.3	96.7
1/2	—	8.55	20.4	76.6	11.50	24.5	70.8	8.45	22.2	74.5
3/8	55-75	5.40	12.9	63.7	5.83	12.5	58.3	4.71	12.4	62.1
1/4	40-60	6.70	14.8	48.9	6.84	14.6	43.7	5.48	14.4	47.8
PAN		20.47	48.9	0	20.47	43.7	0	18.23	47.8	0
TOTAL		41.87	100		46.86	100		38.11	100	

SIEVE SIZE	SPECS.	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %	RETAINED WEIGHT	%	%	PASS %
PAN													
WASH LOSS													
INITIAL WEIGHT													
10-0/4-0	40-60	8.95 / 20.47			43.7	8.35 / 20.47			41.5	9.31 / 18.23			51.1
40-0/10-0		/				/				/			
200-0/10-0		/				/				/			
FRACTURE													
LIQUID LIMIT													
PLASTICITY INDEX													
SAND EQUIV.	30	6.6/3.3 = 50				3.6/6.3 = 58							
DELET. SUBST.													

REVIEWED WITH CONTRACTOR REPRESENTATIVE	NAME	TIME	NAME	TIME	NAME	TIME
	Frank Clark	2:30	Frank Clark	10:00	[illegible] Clark	10:00

REMARKS: Stockpiled for later use in C+B

SUMMARY	PREVIOUS TOTAL	THIS REPORT	NEW TOTAL
PASSING INSPS.	0	1800	1800
INCORP.	0	0	0
REJECT	0	0	0

PREPARED BY: James E. [illegible]

RESIDENT

734-1792 (REV. 1-81)

CIRCLE ALL FAILING TEST RESULTS

1983 N. Tigard - S. Tigard 9615
Interchange Sec. Pacific Hwy.
(gr, pav, st, sig, ill) #5

1-2

F

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

March 30, 1984

In Reply Refer To
File No

Joyce Cohen
State Senator District 13
P. O. Box 385
Lake Oswego, OR 97034

In December 1983, I wrote and gave you the current status of the question of completing the Haines Road interchange on I-5. The matter was being negotiated between the affected neighborhood and the City of Portland at that time. Those negotiations have been successfully concluded and I now have a resolution from the Portland City Council requesting that we complete the interchange as planned. And, of course, we will do so. The agreement reached between the City of Portland and the Far Southwest Neighborhood depends on the City of Lake Oswego and Clackamas County adopting strategies that will minimize the amount of traffic coming from the Lake Oswego area that will be using the interchange, which they have said they will do.

The Highway Division is proceeding to complete the Haines interchange work as originally contracted.

ORIGINAL SIGNED BY
EDWARD L. HARDT

EDWARD L. HARDT
Metro Region Engineer

ELH:sly
bcc: Fred Miller
Scott Coulter
Bob Shotwell w/att

RECEIVED
DOT DIRECTOR
APR 2 '84
REFER TO
FOR
Info Inves R/O D/R Sign Act File

FRED MILLER

734 1

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 27, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon I-5-5(73)293
North Tigard - South Tigard Section
Pacific Highway

We have reviewed the proposed extension of SW 68th Avenue from Franklin Street to Hampton Street as outlined in Mr. Adams' letter of March 12, 1984. This improvement is to replace traffic circulation interupted by the new interchange ramps. The plan is consistent with the current local transportation plan. This extension is in lieu of the originally proposed improvement of Franklin between 66th and 68th.

This will confirm prior verbal agreement between Mr. Ed Hardt and Mr. C. Christianson following a detailed on-site review with the local officials. We agree that it is in the public interest and most cost effective to add this work to the existing contract.

Sincerely yours,

for
Dale E. Wilken
Division Administrator

cc:
OSHD (D Adams)
OSHD (E Hardt)

RECEIVED
TECHNICAL SERVICES
APR 2 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 12, 1984

In Reply Refer to
File No.:

Dale E. Wilken, Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

DES 16

North Tigard-South Tigard Interchange
Pacific Highway
Multnomah, Washington and Clackamas Counties
Contract 9615

We propose to require the contractor to extend S.W. 68th Avenue from S.W. Franklin Street to S.W. Hampton Street. This proposal is to extend S.W. 8th Avenue to an east-west arterial street, S.W. Hampton Street. The cost estimate is $85,000.

We solicit your concurrence that it is in the public interest to improve this street from a gravel surface to asphalt. This proposal has been discussed and tentatively approved by your office.

Attached are a plan sheet of the proposed extension and a plan and typical section for S.W. 68th Avenue presently under contract.

J. H. Versteeg
Road Design Engineer

by

Donald R. Adams
Final Design Engineer

Attachments

bc H. S. Coulter
E. S. Hunter
Norm Henry

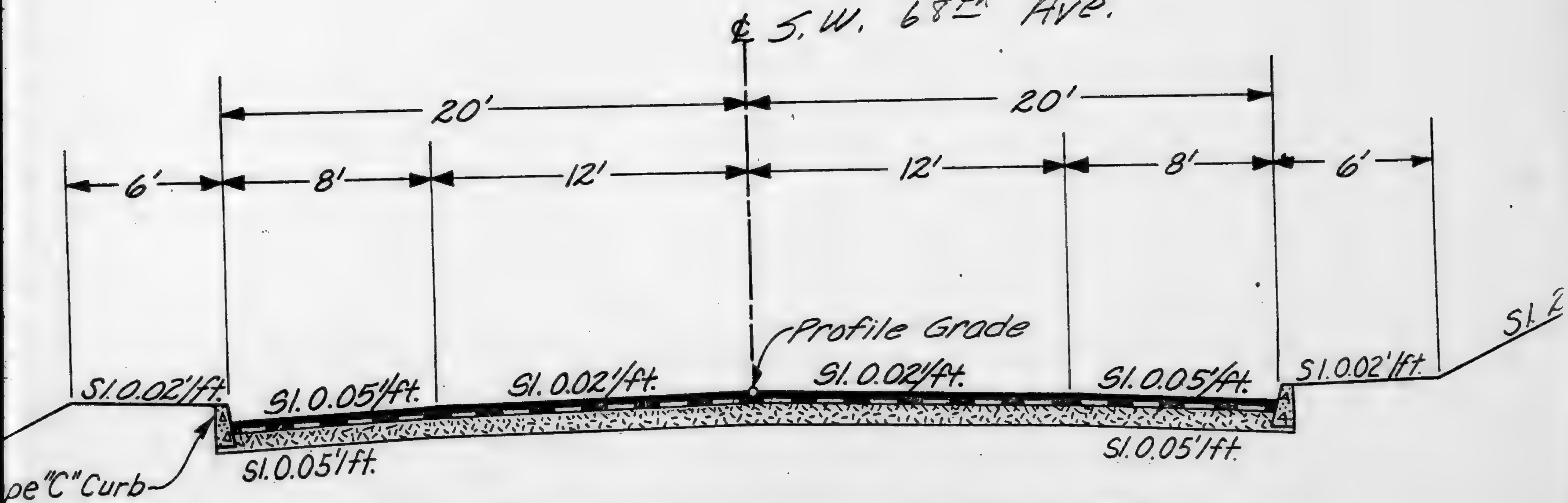
DRA:NH:ja

RECEIVED
STATE HWY ENGR
MAR 15 '84
REFER TO

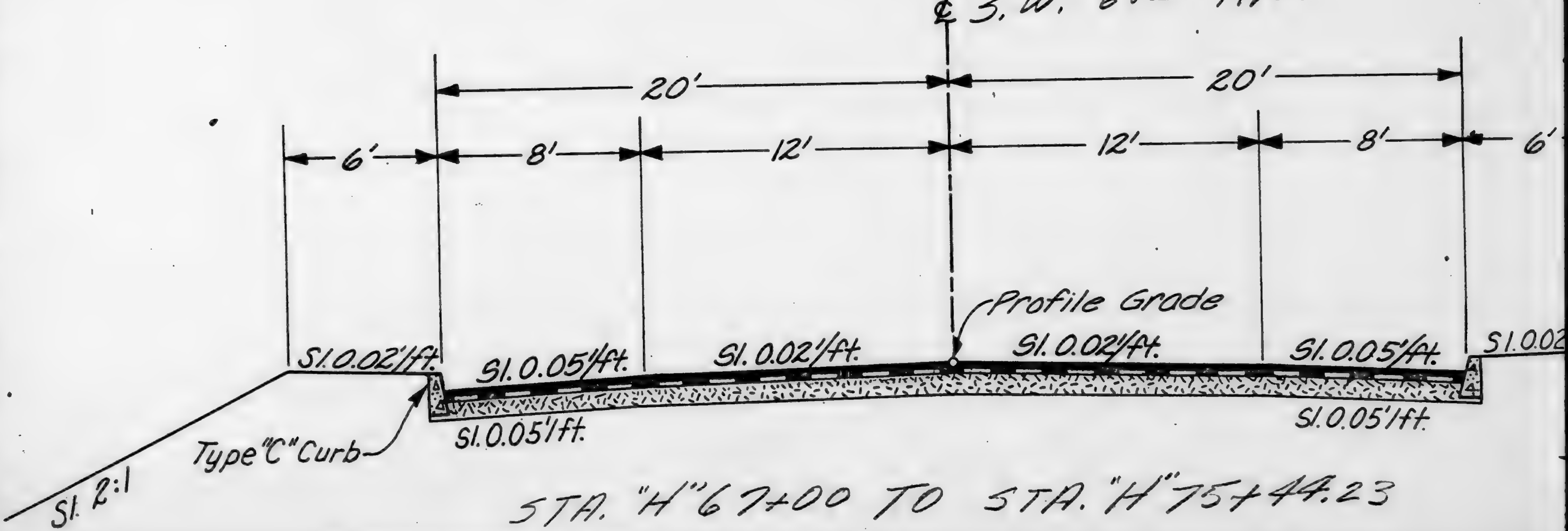
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122


℄ S.W. 68th Ave.
20'
20'
6'
8'
12'
12'
8'
6'
Profile Grade
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 2
Sl. 0.05'/ft.
Sl. 0.05'/ft.
pe "C" Curb

STA. "H" 67+00 TO STA. "H" 75+44.23

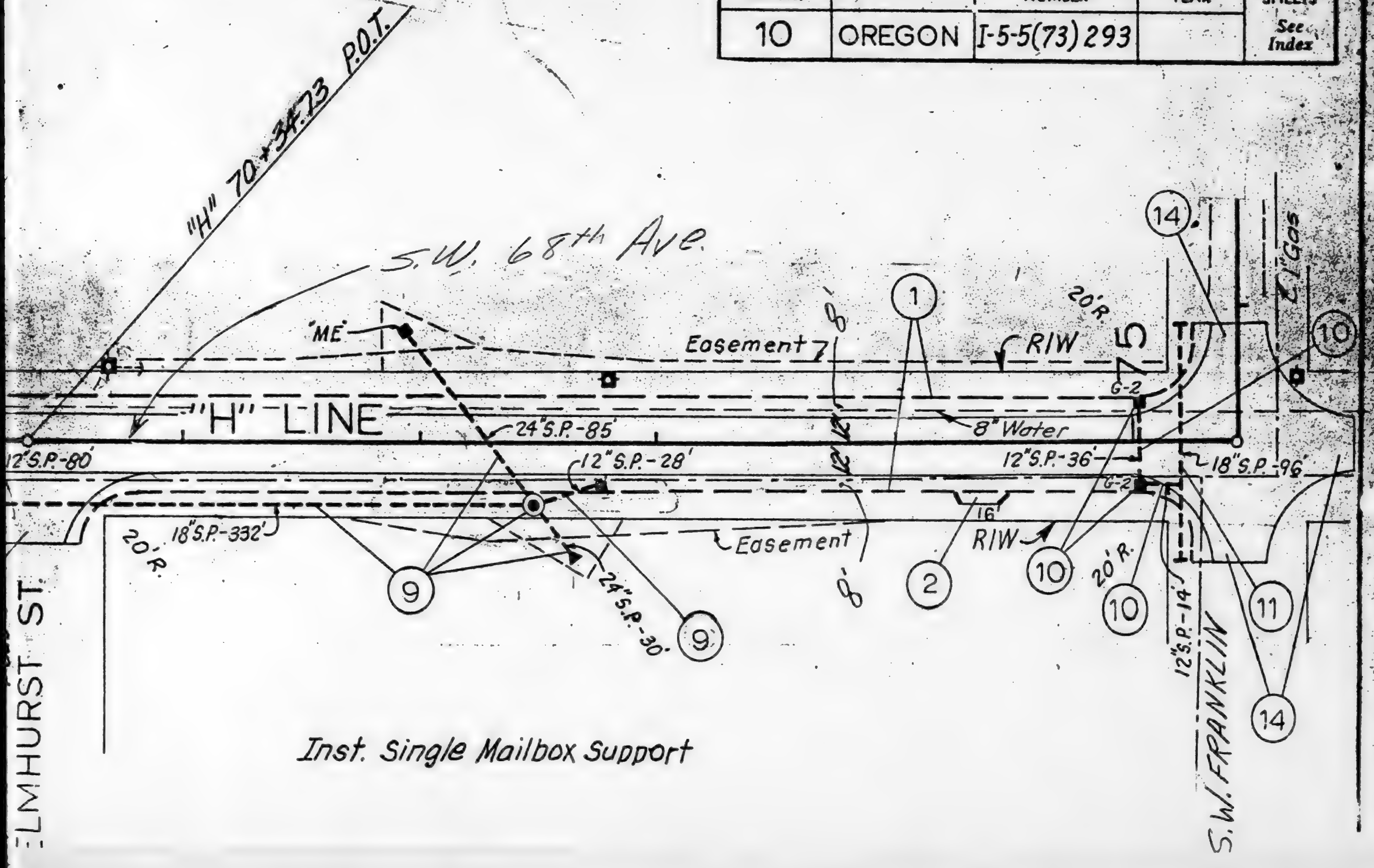

℄ S.W. 68th Ave.
20'
20'
6'
8'
12'
12'
8'
6'
Profile Grade
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 0.02
Sl. 0.05'/ft.
Sl. 0.05'/ft.
Type "C" Curb
Sl. 2:1

STA. "H" 67+00 TO STA. "H" 75+44.23

10V-1

N.TIGARD INTCHGE.-S.TIGARD INTCHGE. SEC.
PACIFIC HIGHWAY
MULTNOMAH, WASHINGTON, & CLACKAMAS COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 13
10	OREGON	I-5-5(73) 293		TOTAL SHEETS See Index


"H" 70+34.73 P.O.T.
S.W. 68th Ave.
"ME"
Easement
RIW
20'R.
5
G-2
"H" LINE
8" Water
24" S.P.-85'
12" S.P.-80'
12" S.P.-28'
12" S.P.-36'
18" S.P.-96'
18" S.P.-332'
24" S.P.-30'
12" S.P.-14'
16'
8'
12'
Easement
RIW
20'R.
℄ Gas
1
2
9
9
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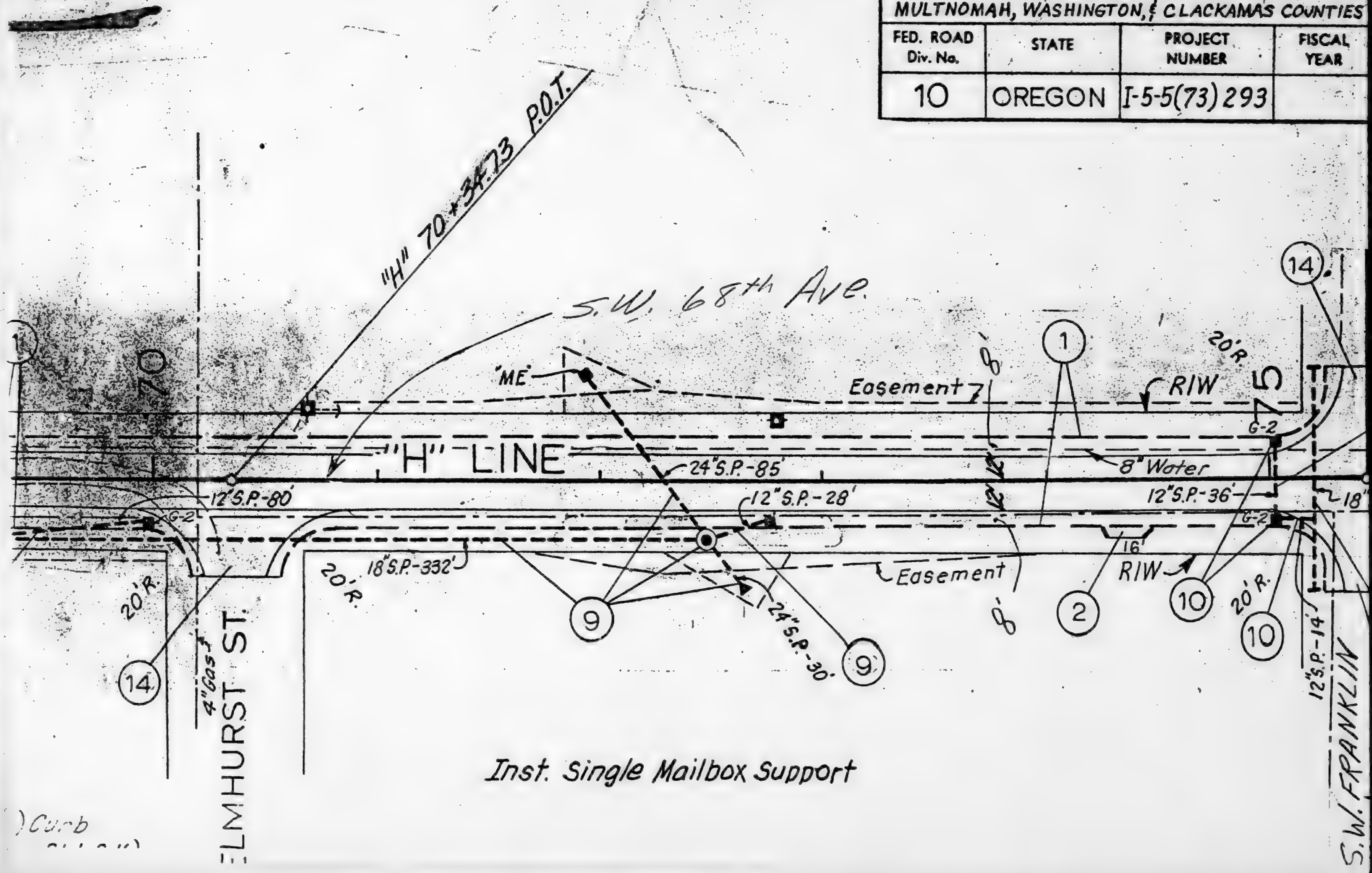
10
10
10
11
14
14
ELMHURST ST.
S.W. FRANKLIN

Inst. Single Mailbox Support

N.TIGARD INTCHGE.-S.TIGARD INTCHGE. SEC
PACIFIC HIGHWAY
MULTNOMAH, WASHINGTON, & CLACKAMAS COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	I-5-5(73) 293	


"H" 70+34.73 P.O.T.
S.W. 68th Ave.
"ME"
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"H" LINE
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4" Gas
ELMHURST ST.
S.W. FRANKLIN
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14
14
Inst. Single Mailbox Support
) Curb

7615

1-5

OREGON STATE HIGHWAY DIVISION

TO: Norm Henery
Road Design
Salem

SUBJECT:
68th (H Line) Extension

FROM: R.E. Shotwell Project Mgr
4755 SW Watson
Beaverton OR 97005

DATE: 3/6/84

RE: North - South Tigard Intchg

Norm, here is the breakdown of costs for the extension work for SW 68th. If you have any questions please call.

1 Versteeg ✓
Anderson A
Adams
Macnab
Edwards
Terpin
Trent
Wakenig

RECEIVED
MAR 9 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

J.W. James for RE Shotwell
(SIGNATURE)

PLEASE REPLY HERE

CC: __________ (SIGNATURE) __________ (DATE) __________

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

626- 1086
1 1
Cont # 9615
FA I-5-5(75)295

SW 68th ("H" Line) Extension

L.W. Yarrow 3 84

(North - South Tigard Interchange)

Clearing & Grubbing (PA)	Lump Sum	3,200.00
General Ex (BI# 21)	1500 cy @ $4.48/cy	6,700.00
Trench Ex (BI# 22)	550cy @ 5.70/cy	3,135.00
Treated Base mixture (BI# 27)	2100 T @ 7.58/T	15,918.00
Cement in CTB mix (BI# 28)	105T @ 61.80/T	6,489.00
Class "B" AC mix (BI# 29)	810T @ 17.27/T	13,988.70
Asphalt in AC mix (BI# 30)	45T @ 165.00/T	7,425.00
12" Sew Pipe (BI# 42)	1100ft @ 15.30/ft	16,830.00
G-2 Inlets (BI# 54)	8ea @ 400.00/ea	3,200.00
Concrete Driveways (BI# 79)	90yd² @ 12.00/yd²	1,080.00
4-inch concrete Surface (BI# 80)	40yd² @ 9.90/yd²	396.00
Concrete curb type C (BI# 82)	2000 ft @ 2.90/ft	5,800.00
Mailbox supports (BI# 100)	8 ea @ 126.60/ea	1,012.80
Total =		$ 85,174.50

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      3200·00 +
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     15918·00 +
      6489·00 +
     13988·70 +
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info | Inves | R/O | D/R | Sign | Adi | File

Orig to
3/13

7. DATE AUTHORIZATION EFFECTIVE 11/25/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Change speed zone signs on Interstate for traffic during contruction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/25/83 as requested in Mr. Fredrickson's letter of 2/23/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $2,000, Federal Funds $1,844.

14. DATE 2/28/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9615

F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/24/84

8. FEDERAL ROUTE NUMBER Interstate I-5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/14/84 I approve the program change as follows:

1. Add to Character of Work: "provide for the extension of the southbound on and off ramp connection at Haines Road Interchange from SW 68th to SW 69th and Dartmouth".

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

orig to
3/5

14. DATE 2/24/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1-5

STATE OF OREGON **INTEROFFICE MEMO**

TO: DON ADAMS
Final Design Engineer

DATE: February 21, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: NORTH TIGARD-SOUTH TIGARD INTERCHANGE
Contract No. 9615

1 Versteeg
Anderson
V Adams A
Macnab
Edwards
Terpin
Trout
Wekerlig

RECEIVED
FEB 22 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Attached for your information and use, and for forwarding to the FHWA if you think appropriate, are four copies of the revision of SW 68th from SW Franklin Street to SW Hampton Street. This revision has been approved by the Program Management Section and has verbal approval of the FHWA. The same typical section was used as in the adjacent SW 68th Avenue construction.

MC/gw
Attachment
cc Bob Shotwell

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 14, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90086
Project No. I-5-5(73)293
N. Tigard Intchge.-S. Tigard Intchge. Sec.
Haines Road Interchange
Pacific Highway (I-5)
Multnomah, Washington & Clackamas Counties

I request approval of a program change to increase the scope of work to provide for the extension of the southbound on and off ramp connection, at Haines Road Interchange, from SW 68th to SW 69th and Dartmouth. The extension involves grade, drain and high-type pavement and incidental work common to this type of street work with no increase in total cost or federal funds at this time.

This request is based on the fact that this connecting link was approved in the preliminary interchange plan and the right-of-way purchased. This action will make the connection fit into the City's Comprehensive Plan (transportation) forwarded previously under my letter of December 6, 1983 concerning the extension of SW 68th. Also, the old ramps connected to SW Clinton which was a direct route to SW 69th. Without the connecting link between SW 68th and SW 69th, out of direction travel is required to get to SW 69th.

JLG:bkb

cc: General Files

FORM E-90 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
4755 S.W. Watson Ave.
Beaverton, Oregon 97005
February 2, 1984

To: Marion Craft
Region Construction Engineer

SUBJECT: N. - S. Tigard Interchange
Contract No. 9615
Serial S-9615-039

J.D. Simpson

From: Joseph D. Simpson
Ass't. Project Manger

Attached is our design and plan worked up by Larry Yarrow for extending S.W. 68th. from S.W. Franklin to S.W. Hampton. We intend to proceed with this work as soon as weather permits.

JDS:rsr

XC: Files.

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006540

9615

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223

503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

February 1, 1984

Department of Transportation
Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Attn: Allan C. Harwood

Re: Water at residential structure -
12150 SW 68th Avenue

In reviewing your letter of December 30, 1983, in response to my inquiry of December 5, 1983, with respect to water surfacing on the east side of 68th Avenue near the N. Tigard - S. Tigard Interchange, with particular reference to the third paragraph of your letter, I believe that the within copies of an investigation made by hydrologist Paul W. Hughes may provide an accurate evaluation.

We continue to be concerned with the duty of your agency or some other public agency to care for the water which arises near or in the north driveway of the residential structure at 12150 SW 68th Avenue. After you have reviewed Mr. Hughes' evaluation and perhaps have again investigated the area on the ground, I would appreciate your determination of the matter so that we may be informed as to who is responsible for a solution to the problem, the Highway Department or the water district.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr
Enclosures
cc: G. L. Ball

P. W. HUGHES & ASSOCIAT
INCORPORATED

1590 WOODLAND TERR
LAKE OSWEGO, OREGON 9
Telephone 503 - 636

April 29, 1983

D.J.B. Inc.
11515 S.W. 91st Ave.
Portland, Oregon 97223

Re: Drainage Study, D.J.B. Inc. Property
Within S.E. ¼ Sec. 36, T1S, R1W and
N.E. ¼ Sec. 1, T2S, R1W

Gentlemen:

At your request I have conducted a reconnaissance survey of D.J.B. Inc. properties adjacent to the Landmark Ford Agency on S.W. 66th Avenue. Purpose of the investigation is to determine the source and disposition of surface waters within the area, especially in relationship to the proposed construction of the I-5 Haines Interchange.

The natural surface drainage at the D.J.B. Inc. property is southwesterly. Over the years the drainage has been modified to accomodate development and improvements. At the present time, surface runoff from the east side of I-5 is carried beneath I-5 and S.W. 66th Avenue to a drainage way which flows westerly immediately north of the D.J.B. Inc. property. Some of the runoff is carried by storm sewer and ditches from areas beyond the natural surface drainage. On April 21st, 1983, I discussed the future drainage plan with the Oregon Department of Transportation survey crew working at the Haines Interchange site. The party chief informed me that the plan is to channel the runoff parallel to I-5 to the I-5 - Highway 217 Interchange.

The distribution of surface water on the D.J.B. Inc. property as of April 21st is shown on the enclosed map. The small area of saturated soil in the northern part of the property is surface runoff along the drainage way which receives it's flow from east of I-5. The larger area of saturated surface soil is caused by a septic tank failure and possibly other waters from the Landmark Ford Agency.

In summary, the D.J.B. Inc. property, historically was not an area of wetlands. The problem of poor drainage and soil saturation in a limited area are the product of changes in land-use over the past 20 to 25 years.

I will be available for further assistence on an as-needed basis.

Respectfully,

Paul w Hughes

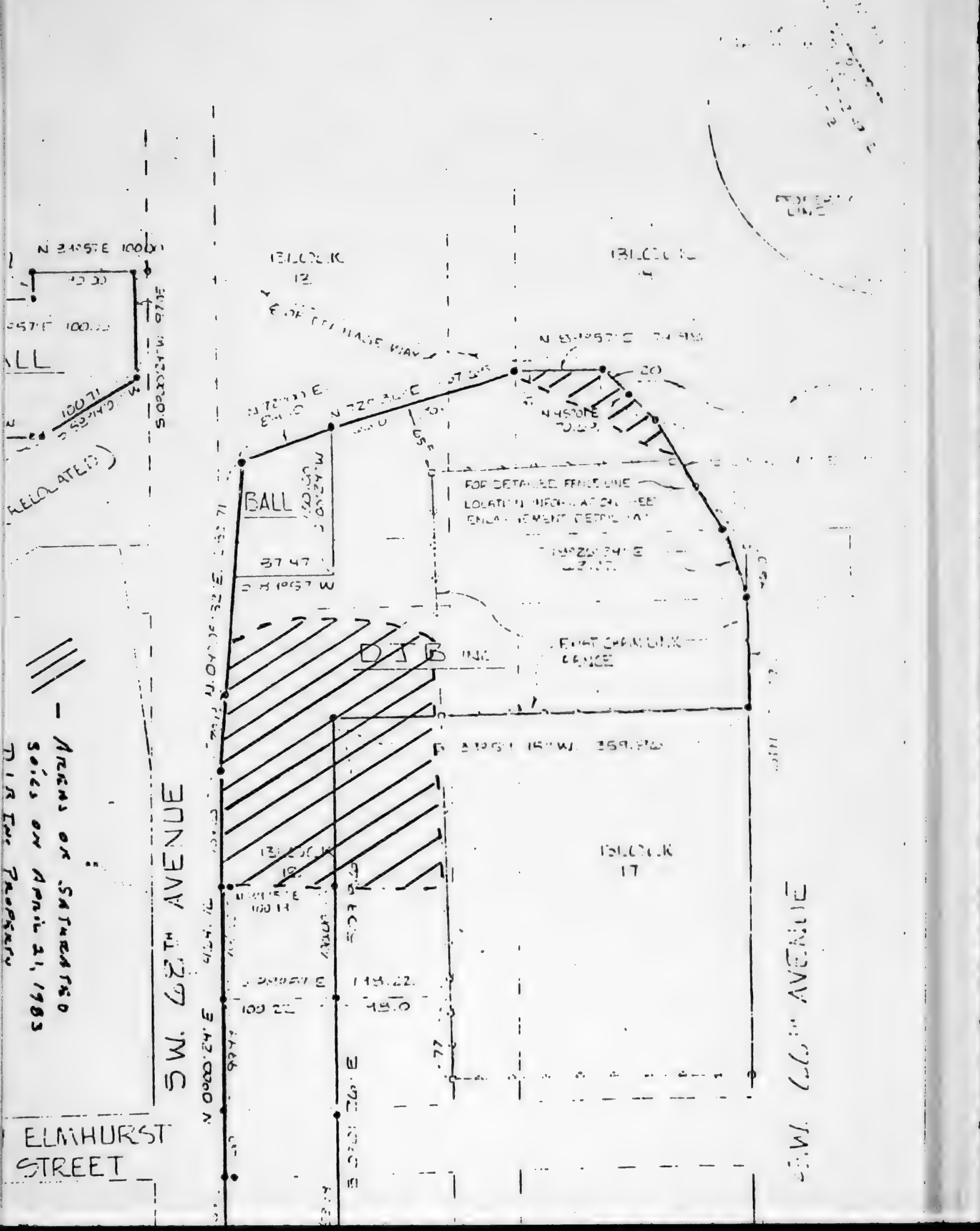
Paul W. Hughes,
Engineering Geologist

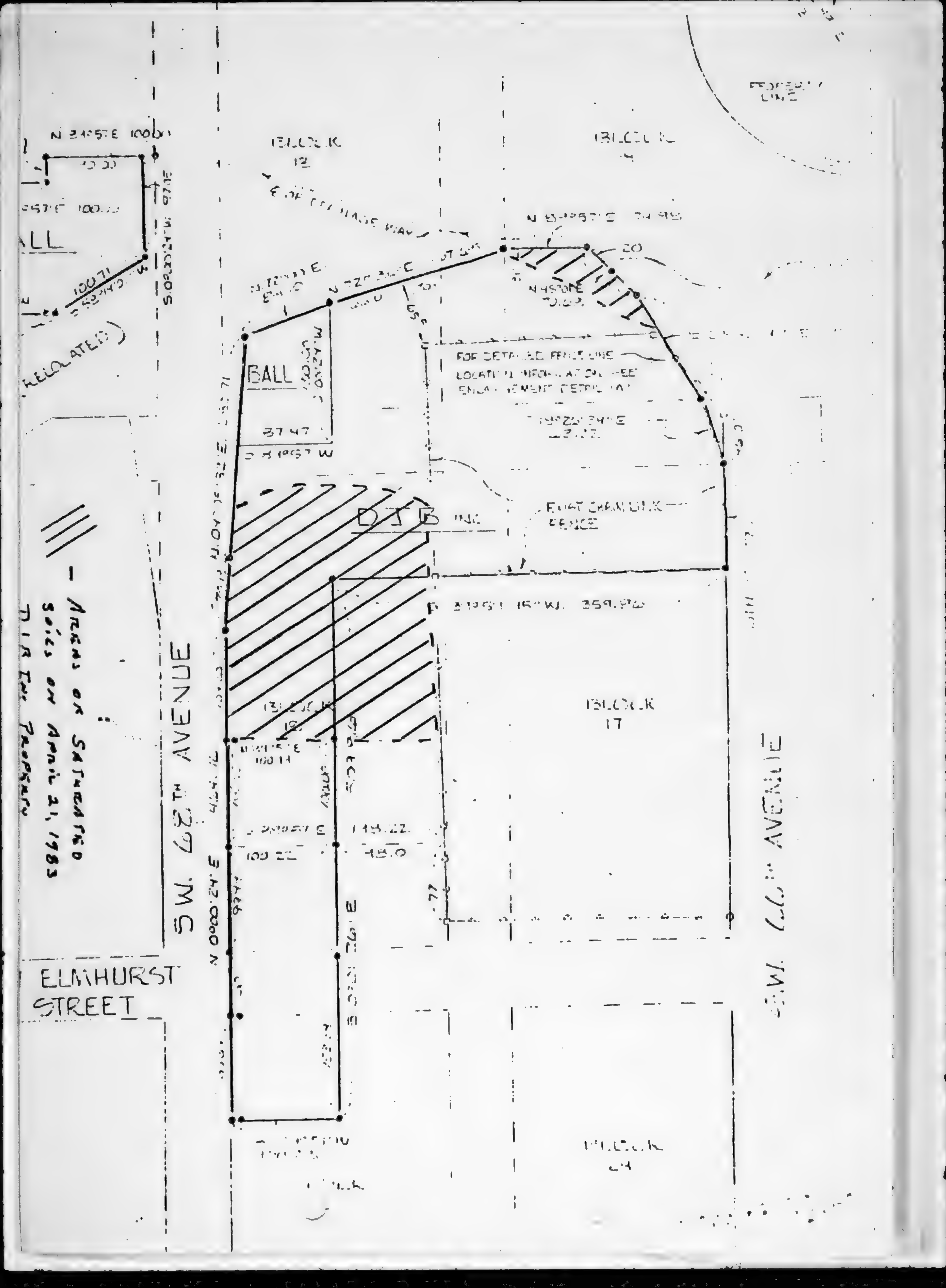
CERTIFIED
OREGON
PAUL W. HUGHES
Paul w Hughes
E18
ENGINEERING GEOLOGIST

PWH/ah

Encl.

IN MY MARCH 24, 1981 SURVEY FOR GERALDINE BALL AND DJB INC


PROPERTY LINE
BLOCK 12
BLOCK 14
BLOCK 16
BLOCK 17
N 89°57' E 100.00
BALL
(RELOCATED)
BALL
37.47
E. OF DRAINAGE WAY
N 89°57' E
20
N 45°00' E
FOR DETAILED FENCE LINE LOCATION INFORMATION SEE ENCROACHMENT DETAIL
6 FOOT CHAIN LINK FENCE
DJB INC
359.92
100.13
149.22
100.22
49.0
SW. 62ND AVENUE
SW. 66TH AVENUE
ELMHURST STREET
— AREAS OF SATURATED SOILS ON APRIL 21, 1983 DJB INC PROPERTY



BLOCK 12
BLOCK 14
PROPERTY LINE
N 89°57'E 100.00
BALL
(RELOCATED)
BALL
37.47
N 89°57'E
N 72°... E
20
FOR DETAILED FENCE LINE
LOCATION INFORMATION SEE SHEET
ENLARGEMENT DETAIL
DJB INC.
6' HIGH CHAIN LINK FENCE
359.96
BLOCK 19
BLOCK 17
100.22
SW. 62ND AVENUE
SW. 66TH AVENUE
ELMHURST STREET
BLOCK 24
- AREAS OF SATURATED SOILS ON APRIL 21, 1983 DJB INC PROPERTY

1612

OREGON TRANSPORTATION COMMISSION

Delegation Geraldine Ball

Date January 18, 1984

Time NOA (No letter mailed)

Name	City or Town	Capacity
Geraldine L Ball	11515 S.W. 91st	Tigard, Ore. N Tig. - S Tig Interchange

Oregon Transportation Commission meeting - Jan 18, 1984

Mr. Chairman and Members of the Commission

My name is Geraldine Ball, 11515 S.W. 91st, Tigard, and I'm representing G J B, Inc. and myself

I'd like to know why the Oregon Dept. of Transportation is constructing the N. Tigard - S. Tigard Interchange only to S.W. 68th instead of to S.W. 69th as per public hearing and land acquired by ODOT

Also is ODOT or Metropolitan Service District cooperating the City of Tigard to construct this portion or ~~is~~ is it the City's responsibility. On the option under which ~~they~~ ODOT obtained ~~the~~ property from me, it stated it was being obtained for the N. Tigard S Tigard interchange, also the Voucher which I received at the time of payment stated it was for the N. Tigard - S. Tigard Interchange. Also my attorney received a letter from Asst. Attorney General, Jack Sollis; with map attached ~~which~~ + it stated this was the property acquired for the project by all involved and was where the interchange would be located, Ed Hardt can verify, as he ~~has~~ been involved with the [illegible] ~~project~~ project. The 16,000,000 ~~[illegible]~~ was 92% funded by Fed. Government and included construction to 69th.

Also I'd like to know location of Project 10 in Tigard Identification Nos. 435 and 116 scheduled for 1986 - Urban Mass Transportation - as shown in Metropolitan Service District Transportation Improvement Program or if you do not know where could I see map.

Please make this part of the Oregon Transportation Commission record

Thank you

CONSENT CALENDAR

1) Approve the minutes of the Commission meeting of December 20, 1983.

2) Adopt resolution declaring necessity of certain real property for public purposes and authorizing condemnation.

3) Approve agreement with U. S. Geological Survey for providing stream gauging and flood runoff data for small drainage basins of ten square miles or less throughout Oregon. Program for Fiscal Year 1984 will include operation and maintenance for nine stations. Cost $3,480.

4) Adopt resolution abandoning approximately 0.10 mile of old alignment in the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County. (Former Cascade Highway No. 160)

5) Adopt resolution removing approximately 3.38 miles from the state highway system the Parkway Avenue Frontage North, Boones Ferry Frontage Road West and the Boeckman Road Overcrossing approaches on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in the City of Wilsonville.

6) Approve 1984 annual membership fees for the American Association of State Highway and Transportation Officials in the amount of $14,182.

7) Authorize increases in project authorizations on the following contracts:

   a) Contract No. 9373 for the Pudding River Bridge Section, Hillsboro-Silverton Highway, Marion County, in the amount of $111,160 (9.4% increase).

   b) Contract No. 9598 for the Rainier Slide Section of the Columbia River Highway, Columbia County, in the amount of $129,300 (20.7% increase).

   c) Contract No. 9659 for work on East McMinnville Interchange Section, Salmon River Highway, in Yamhill County, in the amount of $38,000 (14.5% increase).

CONTINUED ON NEXT PAGE

STATE OF OREGON **INTEROFFICE MEMO**

CON

TO: H. S. COULTER
State Highway Engineer

DATE: January 4, 1984

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: HAINES ROAD INTERCHANGE
CONTRACT 9615

copy 1-1
ER

You may recall an inquiry we had several months ago from Commissioner Giustina regarding the impact of the Haines Road project on the Ball property, and specifically Geraldine Ball. Evidently they are acquaintances and she had raised some concerns or had complaints about the project. Mrs. Ball is a very intense person and is extremely concerned about protecting her property and her interests to the extent that she is often on the project conferring with Project Manager Bob Shotwell and his people about the day-to-day operations.

Al Harwood and Bob Shotwell have met several times with Mrs. Ball and her attorney, Fred Anderson, in order to assure them that our project will not damage the Ball interests. The purpose of this letter is to transmit to you a copy of a December 5 letter from Attorney Anderson in which he indicates that he's very pleased with Al's actions in mollifying Mrs. Ball. I wanted you to know that Al is good at more than just bridge building and transitway construction.

ELH/cp
Attachment
cc Fred Miller w/attachment

1/6 orig to Harwood

Al —

It appears you not only mollified an extremely "intense" person but also a "picky" attorney. — Congratulations on a "clean sweep"!

Scott

RECEIVED
STATE HWY ENGR
JAN 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Miller
Hardt. 1/6

.125-1387

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223

503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

OM MRE OE 9PM CE
TOS RECEIVED ME
US DEC 7 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

December 5, 1983

Allan C. Harwood
Operations Engineer
Department of Transportation
Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

I want to thank you for the prompt attention given with respect to the surface water disposition on S.W. 68th Avenue near the N. Tigard - S. Tigard Interchange, which was reviewed personally and by Highway personnel in your jurisdiction on November 22, 1983.

At that time you indicated that the culvert under 68th Avenue which will carry the water from the easterly side to the westerly side of the street just north of the northwest corner of Lot 17, Block 18, West Portland Heights, would be supplemented in such manner that the waters arising on the easterly side of S.W. 68th Avenue which, by reason of topography could not be disposed of through this culvert, would be otherwise taken care of by your Department so that the owners of lands on either side of 68th Avenue would have no further problems therewith.

As I understood, you expressed an intention that the surface waters arising south of the culvert as now planned, including the area of DJB, Inc.'s ownership lying southerly of the vacated portion of S.W. Elmhurst Street, were acknowledged by you of being the problem of the Highway Department, and all questions concerning the disposition of these waters would be solved by the Highway Department in connection with the reconstruction of S.W. 68th Avenue. I enclose a take-off copy of a portion of survey map prepared by Andy Paris to facilitate ready reference to the problem.

I appreciate the attitude expressed by yourself and the other people connected with your Department, as my confidence in the State Highway Departmnet's expressed intentions to carry out its obligations has been enhanced on each occasion where you have been present.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr

Enclosure

cc: DJB, Inc.

CL 84-5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

December 28, 1983

FILED
JAN 4 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9615

Sproul Excavating Company
15880 SW 79th Street
Tigard, OR 97223

Attention: Conrad A. Sproul
President

Gentlemen:

This will acknowledge the Notice of Claim received in our office December 23, 1983, concerning the following Highway Division contract:

FILED BY:	Sproul Excavating Company, Inc.
AMOUNT:	$5,657.00 plus interest
FOR:	Material and labor
AGAINST (Prime contractor)	Donald M. Drake Company
SUBCONTRACTOR:	Medoff & Eltzroth
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington, and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

NOTED ON CARD
1-18-84 kjm

We will advise the surety in Federal Way, Washington, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

731-0188

SPROUL EXCAVATING COMPANY, INC.
15880 S.W. 79TH ST. - TIGARD, OREGON 97223 - (503) 620-5646

December 20, 1983

United Pacific Insurance
P. O. Box 5669
Portland, OR 97228

Attn: Susan Weiprecht
Bond Claims Representative

Re: Notice of Claim-Sproul Excavating Co., Inc.-
Medoff & Eltzroth- N/S Tigard Interchange Project

Gentlemen:

Enclosed is notice of claim. The undersigned hereby makes formal demand on the performance and payment bond of Medoff & Eltzroth, a partnership - Bond #493921.

Very truly yours,

SPROUL EXCAVATING COMPANY, INC.

Conrad Sproul, President

CAS/es
Enc.
c.c. State of Oregon, Dept. of Transportation
Medoff & Eltzroth
Donald M. Drake
David Trachenberg
Arthur L. Tarlow

RECEIVED
DEC 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SPROUL EXCAVATING COMPANY, INC.
15880 S.W. 79TH ST. - TIGARD, OREGON 97223 - (503) 620-5646

NOTICE OF CLAIM

State of Oregon
Department of Transportation
Highway Division
300 E. Summer
Salem, OR 97310

United Pacific Insurance
P. O. Box 5669
Portland, OR 97228

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

Medoff & Eltzroth, a Partnership
6241 N. W. Cornell Rd.
Portland, OR 97210

PLEASE TAKE NOTICE THAT Sproul Excavating Company, Inc. (Claimant) does hereby make formal demand and claim upon the State of Oregon, Department of Transportation, Highway Division; Donald M. Drake Company; Medoff & Eltzroth; and United Pacific Insurance for prompt and immediate payment of claimaint's presently due charges against Medoff & Eltzroth, a partnership, of $5,657.00 plus interest at the rate of 1½% per month commencing November 6, 1983 and commencing until paid, incurred by Claimant for services rendered and materials furnished to Medoff & Eltzroth on the North Tigard-South Tigard Interchange Project, Oregon State Highway Contract #9615 guaranteed by United Pacific Insurance Bond No. 493921.

SPROUL EXCAVATING COMPANY, INC.

By
Conrad A. Sproul, President

CAS/es
c.c. David Trachtenberg
Arthur L. Tarlow

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED
DEC 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL
RETURN RECEIPT
REQUESTED

NOTICE OF THE RIGHT TO LIEN WARNING

WARNING. READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

Date of mailing: December 20, 1983

To: State of Oregon, Department of Transportation, Highway Division,
OWNER
300 E. Summer, Salem, OR 97310
OWNER'S ADDRESS

This is to inform you that SPROUL EXCAVATING COMPANY, INC.
has begun to provide LABOR, MATERIAL AND EQUIPMENT for installation of underground utilities, storm and sewers; laying of concrete treated base

(description of materials, labor or services) ordered by DONALD M. DRAKE COMPANY
for improvements to property you own. The property is located at: N. Tigard - S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington & Clackamas Counties, State of Oregon; Oregon State Highway Division Contract No. 9615

A lien may be claimed for all materials, labor and services furnished after a date that is 8 days, not including Saturdays, Sundays and other holidays, as defined in ORS 187.010 before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your property may still be subject to a lien unless the supplier providing this notice is paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

This notice has been sent to you by:

Name: SPROUL EXCAVATING COMPANY, INC.
Address: 15880 S. W. 79th, Tigard, OR 97223 *Phone:* 620-5646

IF YOU HAVE ANY QUESTIONS ABOUT THIS NOTICE, FEEL FREE TO CALL US.

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under Oregon's laws, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, the people who are owed money can look to your property for payment, EVEN IF YOU HAVE PAID YOUR CONTRACTOR IN FULL.

The law states that all people hired by a contractor to provide you with materials, labor or services must give you a notice of the right to lien to let you know what they have provided.

WAYS TO PROTECT YOURSELF ARE:

- *RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.*
- *LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.*
- *ASK for a statement of the labor or materials provided to your property from each party that sends you a notice of the right to lien.*
- *WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.*
- *OR use one of the methods suggested by the "Information Notice to Owners." If you have not received such a notice, contact the Builders Board.*
- *GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property.*
- *CONSULT an attorney, a professional escrow company or your mortgage lender.*

NOTE: THIS FORM TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

FORM No. 1159
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OA

9615

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 6 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE 12/14/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Tigard Interchange - South Tigard Interchange

orig to 1/6

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 12/14/83 I approve the program change as follows:

1. Extend scope of work to include the extension of SW 68th at Haines Road Interchange from SW Franklin to SW Hampton. Work is grade, drain, high type pavement and incidental work.

14. DATE 12/14/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Program Change
Item No. 90086
Project No. I-5-5(73)293
N. Tigard Intchge.-S. Tigard Intchge. Section
Pacific Highway (I-5)
Multnomah, Washington & Clackamas Counties

I request approval of a program change to increase the scope of work to provide for the extension of SW 68th, at Haines Road Interchange, from SW Franklin to SW Hampton. The extension involves grade, drain and high-type pavement and incidental work common to this type of street work.

This request is based on your memorandum (HFO.6-OR) of December 9.

JLG:pf

cc: Ed Hardt, Metro Region
General Files

Form 734-3122

9615

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-5-5(73)293
N Tigard - S Tigard Section
Pacific Highway
Haines Road Interchange

Date: December 9, 1983

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed the background material forwarded with Mr. Potter's request dated December 6, 1983. This will confirm prior verbal approval of your request to extend construction of SW 68th from SW Franklin to SW Hampton in order to restore circulation on 66th that is severed by the new interchange. This is consistent with the original intent of the design but uses a different street due to a more refined development plan.

A program change will be required to complete the support documents. The work can be performed under a contract change order.

G. K.
for Dale E. Wilken

cc:
OSHD (E Hardt)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
Keasey - Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

CL 83-266

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 1983
NORMA PAULUS
SECRETARY OF STATE

December 9, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

Mr. Gregory P. Lynch
Attorney at Law
1536 N.W. 23rd Avenue
Portland, OR 97210

Dear Mr. Lynch:

This will acknowledge your letter of November 29, 1983, with attached Notice of Claim on behalf of Grabhorn, Inc., concerning the following Highway Division contract:

FILED BY:	Grabhorn, Inc.
AMOUNT:	$8,414.58
FOR:	Debris, refuse collection and processing
AGAINST (Prime contractor):	Donald M. Drake Company
CONTRACT NO.:	9615
PROJECT:	N. Tigard Interchange-S. Tigard Interchange Section, Pacific Highway, Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

NOTED ON CARD
12-14-83 kjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

NOTICE OF CLAIM

TO: The Oregon State Department of Transportation
Highway Division

NOTICE is hereby given that GRABHORN, INC., Rt. 1, Box 849, Beaverton, Oregon 97007, has a claim for debris and refuse collection and processing, in the sum of $8,414.58 against the bond taken from Drake Construction, principal, and United Pacific Insurance Company, as surety, for all work and construction under Oregon State Highway Contract No. 9615, NORTH TIGARD/SOUTH TIGARD Interchange section, Pacific Highway, Multnomah, Clackamas, and Washington Counties.

Respectfully submitted,

GRABHORN, INC.

By

Title: Attorney for Claimant

RECEIVED
DEC 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9115

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-5-5(73)293
N Tigard - S Tigard Section
Pacific Highway
Haines Road Interchange

Date: December 9, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed the background material forwarded with Mr. Potter's request dated December 6, 1983. This will confirm prior verbal approval of your request to extend construction of SW 68th from SW Franklin to SW Hampton in order to restore circulation on 66th that is severed by the new interchange. This is consistent with the original intent of the design but uses a different street due to a more refined development plan.

A program change will be required to complete the support documents. The work can be performed under a contract change order.

G. K.
for Dale E. Wilken

cc:
OSHD (E Hardt)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
DEC ~~12~~ 13 '83
REFER TO
Keasey - Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

HES

7615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 7, 1983

In Reply Refer To
File No. CON

Joyce Cohen
State Senator District 13
P. O. Box 385
Lake Oswego, OR 97034

I've just received a copy of your October 20 letter regarding possible changes to the Haines Road interchange project on I-5. I'd like this opportunity to give you an update of the current status of that question.

In March of this year the City of Portland requested that ODOT place a moratorium on any work easterly of the freeway accesses at Haines Road that might be affected by a traffic study that the city was about to perform regarding neighborhood impacts of the interchange. The moratorium was to be lifted October 1, 1983. ODOT agreed to this moratorium. October first came and the city had not concluded its study, so it requested a further delay by ODOT, which was also agreed to. At the present time work is halted on those neighborhood streets because of the winter inclement weather.

In the meantime, several meetings have been held with both the Far Southwest Neighborhood Group (City of Portland) and the Southwood Park-Woodland Park Neighborhood Association (Clackamas County) involving all of the local political jurisdictions. At the present time we are all hopeful that the two neighborhood groups can find a traffic pattern that both can agree to and which will allow access to the freeway for all those nearby. The last meeting was held in my office on November 30 and because of the positive attitude expressed by the different groups at that meeting, I am optimistic that such a solution can be found.

I want to make clear to you that the moratorium on construction has been requested by the City of Portland. The Far Southwest Neighborhood Group within the city of Portland has taken the initial position that they would prefer to have access east of the freeway blocked so as to minimize impacts to the neighborhood. This being the case, the decision lies within the City of Portland's domain as to whether to request ODOT to make such a change. Because of this I've taken the liberty

FRED MILLER

of forwarding a copy of your letter to City of Portland Commissioner Mike Lindberg so that he may know of your concern. I am hopeful that an agreement can be reached between the "opposing" neighborhood groups so that the matter can be resolved amicably. I will keep you posted.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

cc Mike Lindberg, City of Portland, w/attachment

bc Fred Miller w/attachment
Pat Schwartz "
Winston Kurth, Clackamas Co. w/attachment

RECEIVED
DOT DIRECTOP

DEC 10 '83

REFER TO
Coulter / Bell

FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

JOYCE COHEN
CLACKAMAS COUNTY
DISTRICT 13

REPLY TO ADDRESS INDICATED
☐ Senate Chamber
Salem, Oregon 97310
☐ P.O. Box 385
Lake Oswego, Oregon 97034

COMMITTEES
Chairman
Senate Committee on Commerce
Banking and Public Finance
Member
Senate Committee on Environment and Energy
Senate Committee on Judiciary

OREGON STATE SENATE
SALEM, OREGON
97310

October 20, 1983

OM MRE OE PPM CE
TCS RECEIVED ME
US DEC - 8 198 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Edward L. Hardt, Regional Engineer
Oregon Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Dear Mr. Hardt:

I want to express my concern pertaining to possible further modifications of plans for the South Tigard Interchange in the vicinity of Haines Road as discussed in conjunction with the City of Portland Transportation Planning Department. (Subject of a meeting at Portland Community College, 7:30 PM, Wednesday, October 19, 1983.)

While traffic impact on Portland neighborhoods is of concern, modifications must not be made at the expense of an even larger number of adjacent households in Southwood Park, Woodland Park and other nearby sections of Clackamas County.

I urge you to consult with Clackamas County officials and with the neighborhoods in Clackamas County for input and agreement to any proposals that might be considered for varying traffic patterns or modifying project plans in the Haines Road area.

Thank you for your consideration. Please keep me informed.

Sincerely,

Joyce Cohen

Joyce Cohen
State Senator District 13

cc: Winston Kurth
Fred Miller

JC:nh

9L15

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 6, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Haines Road Interchange
Item No. 90086
Project No. I-5-5(73)293
N. Tigard Intchge.-S. Tigard Intchge. Sec.
Pacific Highway (I-5)
Multnomah, Washington & Clackamas Counties

I request your approval to extend reconstruction of SW 68th Avenue between SW Franklin St. and SW Hampton St. with Federal-Aid participation. This request is based on the fact that the present contract terminates improvement of 68th at Franklin, at which point traffic for 66th or Hampton must traverse gravel roads.

Since 66th has served as a frontage road, connected to Haines Road Interchange prior to the present reconstruction of I-5, I believe it only appropriate to improve Franklin between 68th and 66th to reestablish its previous status. But, in lieu of improving Franklin the City of Tigard has requested the improvement of 68th between Franklin and Hampton to comply with the City's comprehensive plan. And in turn, the City will improve Franklin between 68th and 66th.

Enclosed for informational purposes is one copy each of the City's Resolution No. 83-96, a portion of the City's Comprehensive Plan (transportation), a portion of the City's traffic consultant report and the public hearing map.

Mr. Christianson, of your staff, has given tentative approval to the concept, but prefers the request be formalized. Your early response will be greatly appreciated as time is of essence to design the facility and execute a price agreement with the Contractor in order to accomplish the work during the 1984 construction season.

JLG:pf
Enclosure

cc: E. L. Hardt, Metro Region
General Files

Form 734-3122

5

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-2

TO: H. S. Coulter
State Highway Engineer

DATE: November 21, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Speed Zoning During Construction
North Tigard Interchange-South Tigard Interchange Section
Pacific Highway No. 1 (Interstate 5)
M.P. 292.76 to M.P. 294.47

C. of 7-2
TRA

In a letter dated October 25, 1983, Marion Craft, Metro Region Construction Engineer, requested establishment of a 45 mph regulatory speed zone on the North Tigard Interchange-South Tigard Interchange Section of Pacific Highway (Interstate 5) in Washington and Multnomah Counties.

This section of freeway will be under construction until late 1985. During this period there will be areas where conditions are such that an enforceable speed zone will better provide for safe movement of traffic through the project.

In consideration of this request, we recommend that the following speed zoning be established on this section of freeway for the duration of the contract:

> 45 mph from M.P. 292.76 (Engineering Station 67+50) to M.P. 294.47 (Engineering Station 372+60).

If you concur with the proposed speed zoning, please approve and forward a copy of this letter to R. W. Gormsen for his records. Also, please return an approved copy to this office.

L E George

L. E. George
Traffic Engineer

HH:dc ds
Attachment

cc: R. W. Gormsen

11-25
orig. to Gormsen
cy George
files

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 11/25/83

RECEIVED
STATE HWY ENGR
NOV 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-18-84

81-125-1387

006551

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

9.12

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3991

November 15, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Claim Totaling $45,041.20
Your Number CON 5 9615

Dear Mr. Gormsen:

We have paid all of the above claims and have obtained signed releases for each of them. Please mark your records accordingly.

If any other formal action needs to be taken to remove this claim from our record, please advise the undersigned.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/led
cc: Dennis Hammond
Peter D. Ebert
United Pacific Insurance Co.
Robert E. Shotwell

RECEIVED
NOV 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
11-22-83
No reply req.

96-15

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223

503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

November 10, 1983

Allan C. Harwood
Operations Engineer
Department of Transportation
Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Your latest letter of September 16, 1983, concerning the disposition of surface waters forming a part of the problem of development of the N. Tigard S. Tigard Interchange, together with your letter of July 29, 1983, a copy which is herewith for ready reference, were again reviewed with our client yesterday, and particular emphasis was given to your final paragraph that you would be willing to meet at the N. Tigard - S. Tigard site for the purpose of reviewing the matter personally with our client and ourselves.

This is to request that you call me at your early convenience and indicate whether or not you would be available on any of the following dates: Tuesday, November 15, at 1:30 p.m.; Thursday, November 17, at 1:30 p.m.; or Tuesday, November 22, either at 10 a.m. or 1:30 p.m. If there is a different time than those above mentioned that would best fit your schedule, please indicate and I will mark my calendar accordingly.

So that you will have an opportunity to review the records of your office, the following matters are open for consideration and unsettled between your department, DJB, Inc. and Jeri Ball:

(1) A clay barrier exists at 12150 S.W. 68th Avenue which I understand impedes ingress and egress from the existing property.

(2) Surface waters connected with the excavating and filling work on the construction area now enter Tax Lot 4800, Tax Map 1S1 36 DD. This may be the result of inadequate drainage facilities or other problems connected with the construction.

(3) Water from 66th Avenue is discharged into a catch basin in the Ford

ownership just south of the DJB, Inc. lands and from the catch basin it is discharged onto DJB, Inc. lands in Blocks 17 and 18, and finally, westerly onto 68th Avenue through a conduit presumably installed by Metzger Water District. The probable cause would be that surface waters from 66th Avenue gave rise to the problem, but it is not known whether it includes drainage from the East side of 68th Avenue as well as from other portions of DJB, Inc. and Ford ownerships.

(4) Tall, deciduous trees and other foliage along the easterly side of 68th Avenue apparently have been projected easterly and felled or otherwise deposited easterly of the 68th Avenue right-of-way onto DJB, Inc. lands and have not been removed from Tax Lot 1200, Map 2S 11 AA. This is to request that you do not allow either the State Highway Department or contractors' equipment to trespass upon our client's premises for the purpose of removing this foliage, which presumably can be taken off either by hand or by use of machinery located within the right-of-way of 68th Avenue. The same problem exists with respect to the west side of the northeast corner of Tax Lot 6600, Map 2S1 36 DD, which is owned by Jeri Ball and lies northerly and adjacent to the interchange construction.

(5) It is reported that the present installed water facilities carry clay soil from the highway right-of-way onto the Ball ownership where it is now deposited and allowed to remain. This problem occurs as well on Tax Lot 6600, Map 2S1 36 DD. Mrs. Ball advises me that she is willing to remove the deposit at her own expense, but she does not want it to recur, and therefore, it is brought to your attention, and neither does she want any highway or privately owned machinery and personnel on her land without her express consent.

(6) A question arises as to the effect upon DJB, Inc. lands lying easterly of 68th Avenue and near the Marvin Winters' ownership, being Tax Lots 2100 and 2200, Block 19, West Portland Heights, on the west side of 68th Avenue from what appears to be substantial topographical change resulting from the fill, which may cause abnormal surface water drainage from the Winters' ownership to flow easterly instead of westerly as heretofore, and interfere with the normal discharge of drainage on 68th Avenue, as well as from the DJB, Inc. lands lying across 68th Avenue from the Winters' ownership.

(7) There may be a problem with the surface waters arising by reason of the topographical changes along and easterly of 68th Avenue and northerly of the intersection thereof with Dartmouth Street, which may involve Tax Lots 6600 and 6500, Tax Map 1S1 36 DD, which is otherwise described as Block 12, West Portland Heights, lying adjacent to 68th Avenue just north of the new right-of-way. I am advised that the present free-running water does not enter the catch basin as it should and penetrates Tax Lots 6600 and 6500 by reason thereof.

We can, of course, review these points when we get together at a mutually acceptable time, and winter weather being upon us, I would suggest that having hip boots and rain gear at hand might be well.

Parenthetically, in the Thursday, November 10, 1983, issue of the Oregonian (today's issue), it appears that protests are being entered somewhat late to the plans with respect to the portion of the development which lies easterly of Highway I-5, and having been involved in this thing from its onset of years ago, I do not believe that the delayed action can be given any weight unless it involves a recent change in the plan of development. This, of course, is wholly apart from the points raised above, but is a matter of some interest to the undersigned being a native to this area.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr

Enclosure

cc: DJB, Inc.

9-L

CL 83-228

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 1 1983
NORMA PAULUS
SECRETARY OF STATE

October 28, 1983

Mr. Richard Spence
Route 2, Box 88
Portland, OR 97231

IN REPLY REFER TO
FILE NO.:

CON 5
#9615

Dear Mr. Spence:

This will acknowledge a letter dated October 20, 1983, to Robert E. Shotwell filing a claim against the following Highway Division contract:

FILED BY:	18 persons totaling $45,041.20
FOR:	Labor
AGAINST (Prime contractor):	Donald M. Drake Company
CONTRACT No.:	9615
PROJECT:	North Tigard Interchange-South Tigard Interchange Section; Pacific Highway; Multnomah, Washington and Clackamas Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

NOTED ON CARD
Nov. 2 1983
kjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when these claims have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4755 S.W. Watson Ave.
Beaverton, Oregon 97005
October 24, 1983

To: Marion Craft
Region Construction Engineer

SUBJECT: N. - S. Tigard Interchange
Contract No. 9615
Letter of Intent to file Labor Lien
Serial S-9615-019

From: Robert E. Shotwell
Project Manager

Enclosed is the original of a letter which we have been expecting. Letter of Intent to File a Labor Lien against the above mentioned project.

Mr. O.B. Jackmond told this office by telephone to forward the original letter thru region to him for further action.

As the letter has no return address all correspondence should be thru Mr. Richard Spence, Rt. 2 Box 88, Portland, Oregon 97231.

Robert E. Shotwell
Project Manager

RES:rsr

XC: Files.

CF CAE FOE QCS SCS EEO
RECEIVED
OCT 26 1983
CONSTRUCTION SECTION
OII CA LS TC FE CP

cc: Bryan! J[illegible] will original attachments.

[illegible]
10-25-83

RECEIVED
OCT 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
OCT 26 1983
CONSTRUCTION SECTION
CE CAE TOE QCC SCS EEO CW CA LS TC FE CP

October 20, 1983

Robert E. Shotwell
4755 S. W. Watson
Beaverton, Oregon 97005

Dear Mr. Shotwell:

This letter is to inform you that we the undersigned intend to file a labor lien against Donald M. Drake Co.'s bond with United Pacific Insurance Co.

This is for dump truck and road grading work done in August and September 1983, on contract No. 9615 - North Tigard Interchange - South Tigard Interchange of Pacific Highway.

Owner Operator

Lester E. Macomb $5586.00
By
Patricia A. Macomb
Pete Carson $256.00
Forrest W. Choat $5872.00
By Linda W. Johnson
William A. Van Leer $3791.50
Michael R. Gadotti $128.00
Robert L. Smith Sr. $7,784.00
[illegible] Hilseth $550,00
Leonard W. Vaughan $8512.00
$1538.00
Gerald A. Holmes
Everett C. Holmes
356.00

Trucks with hired drivers

Gail Woodworth Trucking
By Gail Woodworth $288.00
John C. Palmer $864.00
Dave Malone $1,2[illegible]00
Dave Eakin $512.00
Robert J. Vance $128.00
Bill Helton $2,424.00
Leona Anderson $1376.00

Dang! only original

OVER →

Owner Operator

Snyder Trucking 3584.00

cc: Donald M. Drake Co.
United Pacific Insurance Co.
Robert Gormsen

RECEIVED
OCT 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/6/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

North Tigard Interchange - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK

Revise existing signal equipment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/6/83 as requested in Mr. Keasey's letter of 10/10/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approve for a TEC of $50,000 Federal Funds $46,110.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | | File

Orig. to
10/20

14. DATE 10/13/83

15. SIGNATURE OF APPROVING OFFICIAL G.K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

7-1-5

STATE OF OREGON

INTEROFFICE MEMO

CON 9615

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY
EDWARD L. HARDT

DATE: September 27, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: N. TIGARD-S. TIGARD INTERCHANGE
HAINES ROAD INTERCHANGE CONNECTIONS
TO TIGARD CITY STREETS

RECEIVED
TECHNICAL SERVICES
SEP 28 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

I attended a meeting at Tigard City Hall with Bob Jean, City Administrator; Frank Curry, Director of Public Works; Cliff Christianson of FHWA; and Bob Shotwell to discuss how the Highway Division's Haines Road Interchange project connects up to Tigard city streets. The purpose of the meeting was to resolve the problem created by the fact that our project, as contracted, ends with a paved street (SW 68th Ave.) depositing traffic onto a narrow graveled unimproved lane, thus creating an unacceptable situation.

At the time the project was developed (formal hearing held February 1977) the negotiations for how to connect to the local street system were carried on between ODOT and Washington County, since Tigard city limits did not extend to this area at that time. It was agreed by all that as a minimum our project needed to extend the pavement from 68th Ave. up Franklin St. to connect to SW 66th Ave. This would reconnect the interchange traffic with 66th Ave. as it is connected today, even though causing a two block out-of-direction travel route (see attached sketch map). The City people felt they would prefer to have the Highway Division's pavement extend southerly on 68th Ave. to its intersection with Hampton St. According to their comprehensive plan and traffic studies, this is the direction that the traffic flow will take since the developments now occurring in the Tigard Triangle are in the Hampton St. area. Their point is that 68th is to be the arterial and Franklin St. a minor collector street. I said I felt that the project should "make SW 66th Ave. whole" by reconnecting it to the interchange off-ramp. The City said that if our project would continue the paving of 68th Ave. to Hampton that they would take over the obligation of paving Franklin St. between 66th and 68th.

The meeting concluded with the understanding that the City would submit to my office sufficient data to support their contention that 68th Ave. is to be the arterial leading southerly from the interchange to Hampton St. If this concept is supported by their comprehensive plan, their traffic studies, etc., then we would most likely be able to add that to the project with the understanding that the City, with its own funds, would put a hard surface on Franklin St. between 66th and 68th to restore the circulation to 66th Ave. I believe this is the logical move since it is obvious to me that there will be a strong desire for traffic to move from the interchange to the 68th and

Hampton St. area, as that is where much of the new development is about to occur. The City's plan is to (1) run this concept by the City Council as soon as possible, (2) hold a public meeting to inform the citizens as to what the plan is, then (3) submit to OSHD their request as outlined above. Assuming OSHD and the FHWA can approve the request, we will spend the winter designing the improvement and the construction would occur in the spring and summer of 1984.

ELH/cp
cc Fred Miller
H. S. Coulter
R. N. Bothman
E. S. Hunter
Jim McClure
Bob Shotwell
Gary Potter

DIVISION.

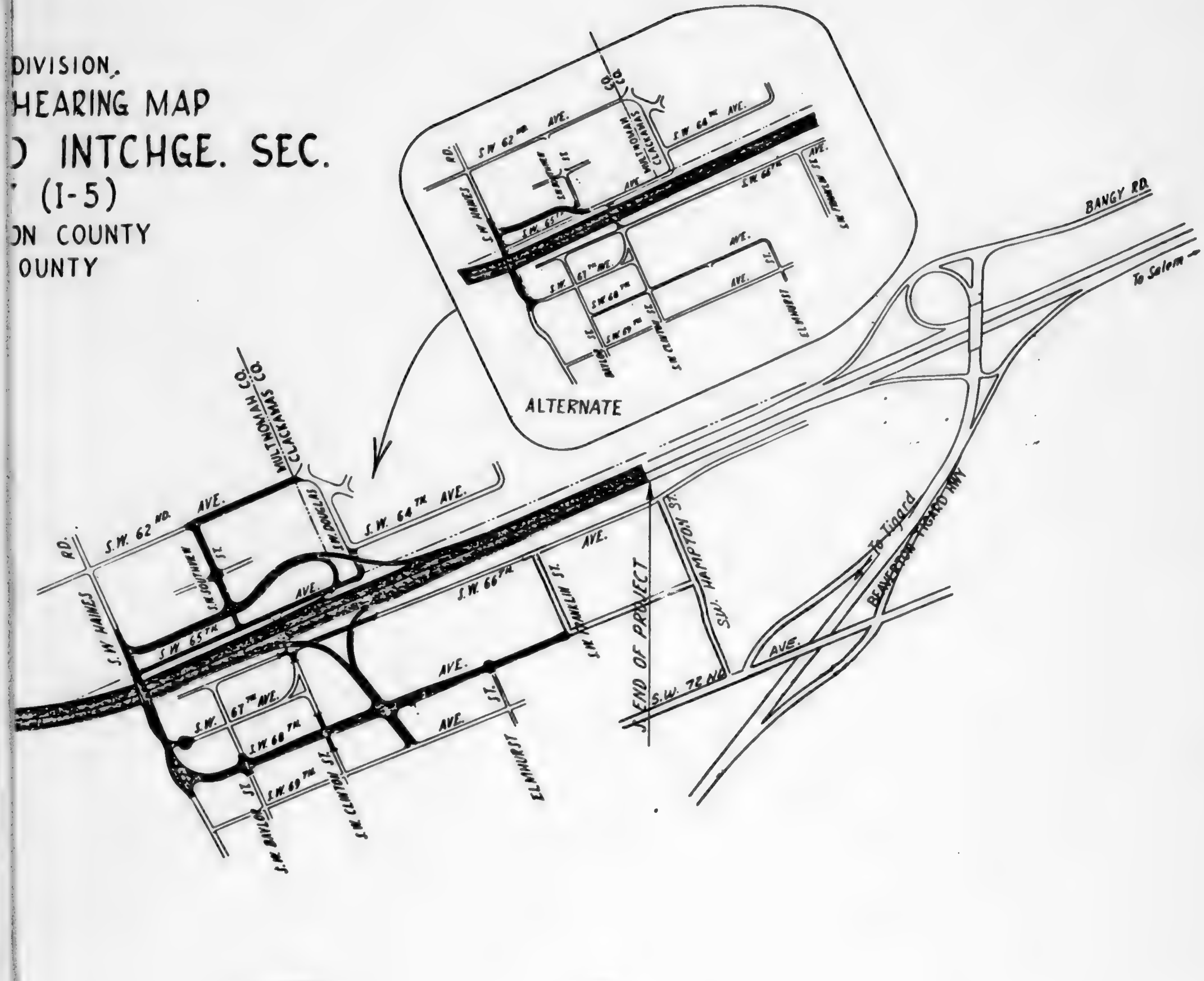
HEARING MAP

D INTCHGE. SEC.

(I-5)

ON COUNTY

OUNTY


ALTERNATE
S.W. 62ND AVE.
MULTNOMAH CO.
CLACKAMAS CO.
S.W. 64TH AVE.
S.W. DOUGLAS
S.W. SOUTHVIEW ST.
S.W. 65TH AVE.
S.W. HAINES RD.
S.W. 66TH AVE.
S.W. FRANKLIN ST.
S.W. HAMPTON ST.
END OF PROJECT
S.W. 72ND AVE.
S.W. 67TH AVE.
S.W. 68TH AVE.
S.W. 69TH AVE.
S.W. BAYLOR ST.
S.W. CLINTON ST.
ELMHURST ST.
BANGY RD.
To Salem
To Tigard
BEAVERTON TIGARD HWY

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 16, 1983

In Reply Refer To
File No.:

OM [✓ ME] OE PPM [✓ CE]
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Fred A. Anderson
Anderson, Dittman & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

This is in response to your two letters dated September 1, 1983. First, surface water disposition. The culvert that you referred to will be abandoned and surface water will flow south on the east side of 66th.

As indicated in my letter to you of July 29, 1983 we have no plans for constructing additional accesses to SW 66th Avenue. Our plans do call for establishing or reconnecting driveways along the easterly side of SW 68th Avenue at the locations referred to in my letter of July 29, 1983. I am returning a copy of a portion of the map which accompanied your letter of September 1. On that portion of the map I have indicated the approximate locations of the four driveways that we plan on constructing.

Allan C. Harwood

ALLAN C. HARWOOD
Region Operations Engineer

Enclosures

bcc: Bob Shotwell

734-1850

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4755 S.W. Watson Ave.
Beaverton, Oregon 97005

September 9, 1983

J D. Simpson

From: Joseph D. Simpson
Ass't. Project Manager

SUBJECT: N. - S. Tigard Interchange
Contract No. 9615
Serial S-9615-009

TO: Al Harwood
Metro Region Operation Engineer

Attached are two letters dated September 1, from Fred Anderson, DJB Attorney. Ed sent them to us to answer and get back to you.

The Fist Item: "Surface Water Disposition......" that is exuding a fluid at 66th. and vacated Elmhurst. This culvert will be abandoned and surface water will flow south on the east side of 66th. in the ditch.

The Second Item: "Vehicular Access DJB, Inc. Property." The Contract Plans provide four - 16 ft. driveways on SW 68th. to DJB property. We do not propose access off SW 66th. since there is a 6 ft.± difference in elevations at the point Anderson proposes and is not shown on our plans.

I marked the approximate location of the driveway cuts on 68th. and Andersons proposal on the map he sent.

JDS:rsr

XC: Files.

9615

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

September 1, 1983

Allan C. Harwood
Operations Engineer
Department of Transportation
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Re: Surface Water Disposition Near N. Tigard-S. Tigard Interchange

Additional to the matters previously discussed in our various exchange of communications with respect to disposition of surface waters in the above referenced area, it is necessary we bring to your attention the observation that the culvert across 66th Street at or near the intersection of vacated Elmhurst Street and 66th Street, appears to be exuding water, although such fluid does not appear to enter the culvert from the east ditch along 66th Street.

The culvert at the West end is broken where a considerable amount of water appears to be present, and this is to request that your construction crew examine this situation and include disposition of this water in your plans along with other drainage in that area. Our primary concern is that this water does not find its way onto vacated Elmhurst Street to DJB, Inc. lands on the east side of 68th Street. A report of your findings in this respect will be awaited.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr

cc: DJB, Inc.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 5, 1983

In Reply Refer to
File No.

CON

N. B. Giustina, Member
Oregon Transportation Commission
c/o Giustina Bros. Lumber & Plywood Co.
P. O. Drawer 989
Eugene, OR 97440

Dear Nat:

With respect to Mrs. Ball's concern with our project on the North Tigard-South Tigard Interchange, I am enclosing a file of correspondence which will explain the problems and what we have done to date to cope with them.

It appears at this point that we have attempted to address her concerns, but perhaps there is something that has not been brought out. Al Harwood in our Metro Region Office could probably shed some additional light on the problem. You might wish to phone him in Portland at 653-3090.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Fred D. Miller
Al Harwood

bc W. E. Schwartz
E. L. Hardt
Bob Shotwell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

OK
HSC

RECEIVED
STATE HWY ENGR
AUG 1 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: H. S. COULTER
State Highway Engineer

DATE: July 29, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: RESPONSE TO A LETTER DATED JULY 17 FROM GERALDINE BALL TO COMMISSIONER GIUSTINA

I have enclosed a draft of a response to a request from Commissioner Giustina. The response is very brief so I am providing you with much more detail so you can expand on my explanation.

First, I hope that neither you nor the Commissioner, nor Fred Miller would seriously think that any of our people would deliberately start out to damage Mrs. Ball's property or would mischieviously do anything that would detract from the value of the property.

Starting with paragraph 2 of her letter concerning concrete slabs on DJB property. The only thing that I have been able to find out with regard to concrete slabs was that prior to the contract we had a demolition contract and there was some concrete slabs or block which were not disposed of. They may have been left on the property that DJB still owns. When Mrs. Ball approached Shotwell about the concrete slabs he told her that he would take care of them. However, she apparently got impatient and had someone else haul them away. We don't know about a second time concrete slabs may have been on her property.

There are several other water line and sewer contractors working in the area in addition to our contractor and it is possible that maybe there was some concrete pushed over on her property by one of the contractors in the area.

The only pipe that we are aware of being dug up was an old pipe which came out from the Landmark Ford property. We don't know about any other culvert on Mrs. Ball's property.

In the next paragraph, she did have the police out one time and one of our inspectors was there. He relays that she was insistent that some of our people be arrested. The inspector pointed out that the tracks were obviously old tracks, partially overgrown with moss. The police agreed and took no action.

The next paragraph concerning cutting through bushes and dropping ribbons. The only thing we know of there was when the job was being staked, we did do some centerline clearing. It was well within our right of way. There was one instance where the survey crew put a reference point ten feet back from a cut slope. The stake was on Mrs. Ball's property by a couple of feet. She objected and the stake was removed. I am assured that there was no cutting of bushes on her property in that instance.

In the paragraph concerning diverting water underneath their property and putting a clay-like substance in it. I wouldn't try to answer that accusation. We did empty a holding pond on the east side of I-5 by pumping. This is necessary since we don't have the cross pipe across the freeway installed yet. I don't know what Mrs. Ball's point is with regard to the clay in the ditches or the wet lands. I suspect that the Environmental Statement or a hearing map may have indicated that part of the taking from Mrs. Ball's property was wet lands. Regardless of what Mrs. Ball contends the area was and is very wet.

Concerning the oak tree-our people insist they have done nothing to the oak tree.

The paragraph concerning the old drainage way. The only thing we can think of that she is referring to there is west of 62nd there was an old drainage ditch that was partially on a county easement and partially not on the easement. When we installed a new drain pipe we couldn't follow the existing ditch since it was not entirely on the easement. Water from the ditch will ultimately be diverted into the new drain pipe so the existing ditch will essentially be dry. We have repeatedly told Mrs. Ball that we will not be diverting water onto her property.

Her statement about spending 8 to 10 hours out on the property is certainly a valid statement. She does. I understand that she is also there on weekends when no work is in progress.

I have observed her out in the actual construction area. This concerns me because it is unsafe for her and her presence interfers with work. I understand she has narrowly escaped injury on several occasions. I wrote her a letter expressing my concern, copy enclosed, but it did no good.

Attachments

Fred — 7-21-83
Better check into this one again - The charges if true don't sound good —

JB
PORTLAND, OREGON 97223 U.S.A. (503) 639-2900
[redacted] [redacted]

RECEIVED STATE HWY ENGR
JUL 25 '83
REFER TO Hardt
FOR File / Act / Sign / D/R / R/D X / Inves / Info

July 17, 1983

First, I want to say congratulations on receiving the E. B. Lemon award. You are certainly most deserving of this honor. You and Jackie have done so much for Oregon State and I want you to know how much I appreciate your time, effort and generosity, as did Del.

I am sorry to bother you again with some of my problems with the Oregon Department of Transportation but I have exhausted all other avenues. I want to say that Mr. Allan Harwood has been most cooperative as youcan see by the enclosed letters and maps. However, I can't say as much for the Head Engineer on the North Tigard-South Tigard project, Mr. Shotwell. One day he told me I had a mental problem and should see someone because I was taking pictures and I told him I had to take the pictures because they had already put concrete slabs on our property to cause a drainage problem. I had them removed at a cost of $100.00 and had our attorney write to Mr. Ed Hardt asking that they please not return them to our property and within three weeks time some of them were back so I again hired the man with a backhoe to remove them. While he was there I had him dig on another piece of property that I was suspicious of and sure enought they had installed a culvert without our permission! I also mentioned this to Mr. Shotwell and the fact that just the day before they were directing water in the direction of our property. And he said "Oh S__ __ t" and got in his car. I do want to say the Asst. Engineer has been a gentleman. His first name is Vic...and I think his last name is Walston.

Since then I havecalled the police to witness deep tracks made on our property and clay dirt and boulder which had just been brought in. The clay dirt was very dry and powdery and in an hour it rained and was sticky which is proof it had just been brought in.

Another time they cut through our bushes and dropped ribbons and then covered up the remains of the bushes with old branches from when they had previously trespassed on our property and cut bushes. At that time our attorney wrote to the Highway Division and asked them to please not do any more cutting on our property.

Another time we found they were diverting water underneath onto our property and then they put a clay like substance on it so when it rained it would look like the drainageway had overflowed. The drainageway is just to the north of our property. This week they completely emptied the holding pond on the East side of I-5 by pumping and the drainageway did not overflow. Part of the water that came from the East side of I-5 this week contained clay and some of this has settled at the bottom of the ditch which Metzger Water is digging for a water pipe. No doubt this has been done so that the clay will keep the water from draining into the ground.

The Oregon Dept. of Transportation has part of our property on their map as wetland so they are setting about to make it that way. This past week I spent from 8-10 hours on the property each day because the minute I am not there they do something toward ruining it.

Hardt 7-25-83
R/D to Guistina by
Fri. July 29. EH

DJB INC. 11515 S.W. 91ST AVENUE PORTLAND, OREGON 97223 U.S.A. (503) 639-2900

RECEIVED STATE HWY ENGR
JUL 25 '83
REFER TO Hardt
FOR
File ☐ Act ☐ Sign ☐ O/R ☐ R/D ☒ Inves ☐ Info ☐

July 17, 1983

Mr. N. B. Giustina
P. O. Box 989
Eugene, Oregon 97401

Dear Nat:

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Hardt 7-25-83
R/S to Giustina by
Fri. July 29. EdH

DJB INC. 11515 S.W. 91ST AVENUE PORTLAND, OREGON 97223 U.S.A. (503) 639-2900
[redacted] [redacted]
DJB

Another thing I discovered was that copper had been placed at the base of our very old oak tree. I removed this so now I have discovered a nail and wire. Also this past week they broke part of a tree and then placed something on it to look like it was rotten when a picture would be taken. Now I have the tree surgeon coming tomorrow to get our trees taken care of.

According to our conference with Mr. Harwood and his letters the water from the old drainageway which came from the East side of I-5 and then across I-5 to the West side and eventually to the north of our property would go into the holding pond along with the other water from the hills on the East side. Now we find that the drainage which they are installing does not include the old drainageway although they are only a few feet apart. We would like to know why this was not included in the new drainage and where they do intend to direct the water. We hope not on our property. As you will recall when I wrote to you before they planned to direct all the water from the East side of I-5 onto the property we lease to Landmark Ford.

Nat, this past month alone we have spent almost a thousand dollars with our attorney on matters pertaining to ODOT and we hired two hydrologists and a geologist. The first hydrologist had to have eye surgery so didn't complete a report but did tell us the property was not Wetland. The second hydrologist, Mr. Paul Hughes, who was with the Corps of Engineers for twenty years, submitted reports and appeared before the City of Tigard Planning Commission last Tuesday, July 12, 1983. His report was complete with Well reports in the surrounding area. Although there had been wells on some of our property at one time, the state records are only available for wells after 1955. Mr. Hughes stated definitely the property was not sensitive land. There is water draining onto our property but the hydrologist determined it was coming from Landmark Ford, including a falty septic tank.

As I told you before, I am fighting to preserve the property in Del's memory and for my children and grandchildren as they own the majority of DJB, Inc. stock. I own 5% and the bank trust owns 5%. Del worked so hard to make this possible. I'm sure if he were here, he could handle the matter with the greatest of ease. I might mention we have been paying commercial taxes on this property since 1967.

We sold the ODOT the property they needed for the interchange and settled for less than we should have because we were told by them that the balance of the property would be worth so much more after the interchange was in....and now they are trying to ruin that property.

I am sorry to bother you with this matter but I am exhausted and I have no one else to turn to. If you think it advisable to appear before the Highway Commission, let me know and I will be glad to do so.

My best to you and Jackie.

DOT DIRECTOR
JUL 22 '83
FOR
Info R/D D/R Sign Act File

Sincerely,

E. L. (June) Ball

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

June 13, 1983

In Reply Refer To
File No.

OM MRE ~~OE~~ PPM [✓ CE]
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Fred Anderson
Attorney at Law
8865 SW Center
Tigard, OR 97223

This is in response to your letters of June 9 and May 16, 1983. The second paragraph of your May 16 letter and my letter of May 11 accurately describe our plans for handling water which comes onto our right-of-way from the east.

I'm not sure just where Blocks 23 and 24 and lots 9 and 36 are. I assume that those lots are near the discharge end of the pipes that we had originally detailed to discharge water from the detention basin. As stated in my letter we will not install those pipes, nor will we attempt to activate the two existing pipes presently plugged in that same area. I have enclosed a sketch of our present drainage plans.

My apologies if you expected a response to your May 16th letter. To the best that I could tell, it appeared to be consistent with what I had outlined in my May 11 letter concerning disposition of drainage from the east, so I assumed no response to your letter was necessary.

ALLAN C. HARWOOD
Region Operations Engineer

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223

503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

July 6, 1983

Allan C. Harwood
Region Operations Engineer
Department of Transportation
Highway Division
9002 SE McLoughlin
Milwaukie, OR 97222

Re: N. Tigard - S. Tigard Interchange
Surface Water Drainage Plans -- Your
Letter of June 13, 1983

Thank you for your letter of June 13, 1983, concerning the presently projected drainage plans in connection with the reconstruction of the N. Tigard - S. Tigard Interchange.

After reviewing the matter carefully, particularly with respect to the uncertainties in the second paragraph of your letter of June 13, and the two sheets of drawings attached thereto purporting to depict drainage revisions, we are uncertain on the following points:

(a) Exhibit marked "A" -- starting with the dotted line from the East side of I-5 to Point FL $328^{\underline{35}}$ and following your dotted line to FL at manhole $317^{\underline{3}}$, thence along your dotted line southeasterly and southerly within what appears to be the highway right-of-way and continuing southwesterly to a point outside of the I-5 traffic lanes, and south parallel to and west of the traffic lanes of I-5 to the point where the number "60" appears -- what does the dotted line depict southerly and south of FL $317^{\underline{3}}$ to point 60 pertain as marked in red on the attached reproduction of the map which accompanied your letter of June 13?

(b) Exhibits "B" and "C" -- does point marked "60" on the dotted line above referenced occur substantially south of a line drawn at right angles to the traffic lanes of I-5, and extended westerly along the center line of S.W. Elmhurst Street as vacated as shown on the reproduced copy of your intersection map attached as Exhibit "B" -- the south line of vacated S.W. Elmhurst Street constitutes the north lines of blocks 23 and 24 as platted, does any drainage facility proposed to be installed or previously installed in connection with the interchange discharge waters onto 68th Avenue or West of 68th Avenue in such manner that such waters will drain westerly to 68th Avenue at any point north of lots 9 and 36 of each of blocks 23 and 24?

Please depict on the extra copies of Exhibits "A" and "B" enclosed, the information necessary to clarify the foregoing questions.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr

Enclosures

cc: DJB, Inc.

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

June 13, 1983

In Reply Refer To
File No

OM MRE ~~CE~~ PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Fred Anderson
Attorney at Law
8865 SW Center
Tigard, OR 97223

This is in response to your letters of June 9 and May 16, 1983. The second paragraph of your May 16 letter and my letter of May 11 accurately describe our plans for handling water which comes onto our right-of-way from the east.

I'm not sure just where Blocks 23 and 24 and lots 9 and 36 are. I assume that those lots are near the discharge end of the pipes that we had originally detailed to discharge water from the detention basin. As stated in my letter we will not install those pipes, nor will we attempt to activate the two existing pipes presently plugged in that same area. I have enclosed a sketch of our present drainage plans.

My apologies if you expected a response to your May 16th letter. To the best that I could tell, it appeared to be consistent with what I had outlined in my May 11 letter concerning disposition of drainage from the east, so I assumed no response to your letter was necessary.

ALLAN C. HARWOOD
Region Operations Engineer

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

June 9, 1983

Allan C. Harwood
Region Operations Engineer
Department of Transportation
Highway Division
9002 SE McLoughlin
Milwaukie, OR 97222

Re: Disposition of Surface Waters Down Slope
East Side to West Side of I-5 Near
N. Tigard - S. Tigard Interchange

In order that my files may be complete and there be no misunderstandings that develop in the above referenced matter, I enclose a take-off copy of my letter of May 16,1983, and I request your consideration and written response to the matter discussed in the fourth paragraph of that letter of whether or not the disposition of any waters from the easterly side of I-5 will be discharged on the westerly side of I-5 in Blocks 23 and 24, north of lots 9 and 36.

Your early response in this connection should put this matter in proper perspective.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr

Enclosure

cc: G. L. Ball

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

May 27, 1983

In Reply Refer To
File No.

OM MRE OE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Mrs. Geraldine Ball
11515 SW 91st
Tigard OR 97223

I was talking with Bob Shotwell yesterday and he indicated you had been on the Tigard Interchange project observing construction in progress. He said you were concerned because some of the workmen you talked to were not aware of the change in drainage plans. Our plans are still as outlined in my letter.

I can assure you the engineers that will be marking the location for the drain pipes are knowledgeable about the drainage plan as I outlined in my letter of May 11. It will be taken care of.

Mr. Shotwell also expressed concern for your safety in the construction area. We would very much appreciate it if you would not expose yourself to the hazards in the construction area, which is not only dangerous for you but is distracting to the workers involved on the project and makes their work more hazardous.

At an appropriate time I would be happy to go over the project and look at the pipe locations with you.

ALLAN C. HARWOOD
Region Operations Engineer

cc: Fred Anderson
W.E. Schwartz

734-1850

#9615

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
503 - 639-1121

KO

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

May 16, 1983

Bob Shotwell
Project Manager
N. Tigard-S. Tigard Interchange Section
4755 SW Watson Avenue
Beaverton, OR 97005

Edward Hardt
Metro Region Engineer
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Re: Disposition of Surface Waters
East Side and West Side of Highway I-5
N. Tigard - S. Tigard Interchange

When the State of Oregon through its Highway Department cleared the right-of-way easterly of 68th Avenue as acquired in Washington County Circuit Court Case No. 42-399, the residual foundation slabs and other materials from a dwelling house which was located partially on remainder lands and partially on the highway were removed.

Thereafter, residual materials including concrete were present on my client's premises. This residual material has been recently removed from within the private ownership and at the expense of G. L. Ball. Incident to the construction it is presumed that these residual materials on what appears to be the public right-of-way of 68th Avenue will be a disposal problem.

The purpose of this letter is to reiterate the responsibility of your department to in no wise return any of this material to the private ownership of our client.

If the matter is not clearly delineated herein or if there is any differences in outlook, please contact me without delay.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr
cc: G. L. Ball

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

May 16, 1983

Allan C. Harwood
Region Operations Engineer
Department of Transportation
Highway Division
9002 SE McLoughlin
Milwaukie, OR 97222

I wish to express my appreciation and that of our clients, DJB, Inc., and G. L. Ball, with respect to the cooperative spirit of the Highway Division, when on May 9, 1983, you and three other representatives were present in my office to discuss the disposition of runoff waters from the N. Tigard - S. Tigard Interchange near Clinton Street.

As you then promised, I have your letter of May 11, 1983, detailing the Department's plans for disposition at 68th Avenue of all waters originating on the easterly side of I-5, with particular reference to a large collecting impoundment basin from which said waters on the easterly side of I-5 will flow through a culvert under I-5, and thence, carried within the new right-of-way westerly to a point of discharge to 68th Avenue.

Our discussion of May 9, 1983, at my office is the basis for the outlook that all prior proposals for the disposition of any of the easterly surface waters other than through the holding basin and the main tile have been superseded, and none of the easterly drainage waters will be channeled otherwise than through the basin you stated in your letter of May 11, 1983, to be constructed on the easterly side.

If there are any other plans concerning the disposition of any waters from the easterly side of I-5 in such manner that it involves lands on the westerly side of I-5 north of Lots 9 and 36 in each of blocks 23 and 24, please advise me without delay.

If there is any difference in outlook than as herein expressed, please state in detail where any differences exist.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr

cc: DJB, Inc.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

May 11, 1983

In Reply Refer To
File No

Fred Anderson
Attorney at Law
8865 SW Center
Tigard, OR 97223

This is to confirm information given you and Mrs. Ball at a meeting in your office May 9 regarding how water, primarily storm runoff, will be carried across the freeway at the Haines Street Interchange.

At the present time water flowing onto the freeway from the east and storm runoff from the Interchange is carried across the freeway at about Station 53 and is released in a ditch on the west side of the freeway and from there flows west. Our construction plans had shown this water being carried across the freeway in 18 inch culvert pipes at about Station 54 and 58 from a storm water detention basin in the interchange area just east of the freeway.

Per our discussion in your office, we will construct the storm water detention basin at about Station 50. We will then carry the water across the freeway at about Station 51 or 52 and down our right-of-way in a pipe parallel to the AH & B line. The water will then be discharged west of 68th in the same drainage channel which carries it at the present time. The rate of flow in the pipe across the freeway will be regulated by the size of the pipe installed. The pipe will be sized to reduce the flow rate from what is presently carried in the channel. Water collected along 68th not coming out of the detention basin will be carried south along 68th and discharged into a natural drainage channel near Station 75 on the H line.

I trust this solution will be satisfactory to your client, Mrs. Ball.

Your assistance in resolving this matter is appreciated.

ALLAN C. HARWOOD
Region Operations Engineer

cc: Geraldine Ball

bcc: Wendell Schwartz
Dave Bryson
Bob Shotwell

734-1850

-9612

STATE OF OREGON

INTEROFFICE MEMO

TO: [redacted]

FROM: [redacted]

SUBJECT: [redacted]

DATE: April 8, 1983

OM ME OE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
CO PA EM BUD LM

Geraldine Ball, who owns property adjacent to I-5 in the Tigard Interchange area, contacted Mr. Schwartz about what she perceives as a drainage problem. At Mr. Schwartz's request I reviewed the problem in the field and talked to Mrs. Ball on the telephone.

It appears that the natural drainage in the area goes across Mrs. Ball's property. There are several drainage channels carrying water at the time I was there. Other natural drainage has been disturbed by filling in on Mrs. Ball's property to construct the Ford agency. In the process of doing that it appears that two cross pipes, crossing the frontage road and the freeway, have been blocked. Our construction plans call for water to be routed through these two pipes. Rather than getting in a hassle with Mrs. Ball, Bob Shotwell is investigating carrying this water to the natural drainage channels bypassing the area where the pipes have been blocked.

I called Mrs. Ball and told her that we were investigating the drainage problem and I thought that we could work out a solution that would be satisfactory to her. I told her it would probably take a couple of weeks for us to carry out the investigation necessary and at that time I would contact her and meet with her and her attorney on the site to describe what we propose to do.

I asked Mrs. Ball to call me if she had any questions or problems.

cc: W. E. Schwartz

cc: Bob Shotwell

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006562

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

July 29, 1983

In Reply Refer To
File No.:

Fred A. Anderson
Anderson, Dittman & Anderson
Attorneys at Law
P.O. Box 23006
Tigard, OR 97223

Sorry I am so slow in responding to your July 6, 1983 letters concerning drainage along I-5 and road approaches, but it has been a very busy summer for us.

First, a response to your letter concerning drainage. I am returning what you labeled Exhibit "A" and have marked on there where the pipes go. Also, there is an arrow indicating a direction of flow in each pipe. The pipe along the "B" line which you were particularly concerned about picks up drainage along the "B" line, carries it to a point about 300 feet south of the numeral 60 on Exhibit "A" and discharges water into an existing natural drainage channel.

With regard to your second question in the letter concerning drainage, I am not sure I understand what the question is. However, I have taped together two sheets from the drawings to show the relationship between the numeral 60 on the freeway, SW Elm Street and the point where the above referenced storm drain discharges run off.

Your other letter of July 6, 1983 concerned road approaches. Access to 68th Avenue designated in a right-of-way acquisition document calls for approaches to be constructed at approximately Station 67+20 and 67+60. The acquisition documents do provide for moving those approaches as requested to any location between Station 67+00 and approximately 68 or the edge of that parcel of property.

Construction plans also call for reconnecting existing road approaches at about Station 68+20 and 68+90. The approaches we will construct will have 16 foot curb cut at the intersection with 68th and will provide for a 12 foot driveway.

RECEIVED AUG - 2 1983

Our policy with regard to what we construct, is that we provide the curb cut and the concrete apron to the back side of the sidewalk or if there is no sidewalk to what would be the back side of the sidewalk. If there is an existing road approach at that point, we will carry the construction whatever distance we need to carry it to reconnect the road approach.

Reconstruction of SW 66th is limited to constructing a cul-de-sac opposite freeway Station 52+50. This does not appear to disturb existing access to 68th and we would not expect to construct additional approaches to 66th.

I would be happy to meet with you, at your convenience, on the site to discuss location of road approaches to SW 68th.

Allan Harwood

ALLAN C. HARWOOD
Region Operations Engineer

Enclosures

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. COULTER
State Highway Engineer

DATE: July 1, 1983

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: TRAFFIC CONCERNS
HAINES INTERCHANGE

Your office forwarded a letter from Paul Phillips of the Governor's office recently, which expresses concern of the businesses located on the west side of the Haines interchange project, about the potential problem of customers finding these businesses during construction. I have asked Project Manager Bob Shotwell to contact the concerned businesses and explain to them how the staging of the project will work, and I have asked Bob to work out ways that these businesses can be identified during construction. I have attached a copy of my letter to Bob for your information. I believe this should take care of the problem.

where is this letter?
Corresponding cy – did not come to this office; went direct to Ed.

NOTED
H. S. COULTER

ELH:hw

Attachments

cc: Bob Shotwell

cy Paul Phillips
Fred Miller
7/12

RECEIVED
STATE HWY ENGR
JUL 5 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

STATE OF OREGON **INTEROFFICE MEMO**

TO: ROBERT SHOTWELL
Project Manager

DATE: July 1, 1983

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: HAINES ROAD INTERCHANGE
LANDMARK FORD ACCESS

Attached you will find a letter from the Governor's office to Fred Miller, expressing concern about Landmark Ford's access through the Haines Road Interchange project during construction. After receiving this letter, I spoke to Mr. Jim Corliss at Landmark Ford and found that through a contractor acquaintance, he has seen the plans for the project and is fearful that when SW 66th Avenue (on which he is located) is cut off, that customers will not be able to find their way to his establishment.

I would like you to make a contact with Mr. Corliss and with representatives of Allstate Insurance, Lamb-Weston, Farmers Insurance, Cooper and Associates, Portland Federal Employees Credit Union, and any other businesses that will be affected by the project, and discuss with them how we plan to handle traffic during construction. I have attached a sheet with phone numbers and names of representatives of those companies that we have been able to identify. You could do this with one meeting that they all attend, or one on one, whichever you prefer. When we were developing projects in the area, we met several times in a conference room at Farmers Insurance Company, I think: so they might be willing to give you space for a meeting if that is the way you want to go.

In the event that it looks like there will be problems with motorists finding their way through the staging of the project to the individual businesses in the area, I would like for you to be innovative and find ways to solve the problem. I could imagine us putting up a sign or signs showing where individual businesses are located in order to direct people through the project, for instance. If you would like help from my office on this, please let me know.

ELH:hw

Attachments

cc: Scott Coulter

NORM SMITH
WASHINGTON COUNTY
DISTRICT 9

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ 8705 SW 75th Avenue
Tigard, Oregon 97223
244-7960 (H)
228-7256 (B)
State Toll-Free No.
1-800-452-7813

ASSISTANT MINORITY LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
Vice-Chairman:
Housing and Urban Development
Member
Judiciary
Rules and Operations

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 21, 1983

Fred Miller, Director O.D.O.T.
Oregon Department of Transportation
135 Transportation Bldg.
Salem, OR 97310

RE: Haines Road Project

Dear Fred:

Thank you very much for your help in last Saturday's meeting in Tualatin. I heard it went very well. As you know members of the House were under a Call of the House at 9 am on Saturday for purposes of reviewing the sales tax proposal.

On a new subject, Fred, a number of businesses in the area of the Haines Road overpass project on I-5 in Tigard are concerned about reduced access and visibility to their businesses as a result of the project. They have brought a couple of possible solutions to my attention. I am enclosing one of the letters I have received for your information.

If I can get together with you sometime soon to discuss this I would be most appreciative.

Very truly yours,

Norm

Norm Smith
State Representative

NJS:hm

RECEIVED
DOT DIRECTOR
JUN 22 '83
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

EJH ✓

Landmark Ford

"SATISFACTION IS OUR MAIN CONCERN"

PHONE (503) 639-1131 / 12000 S. W. 66th AVE.
TIGARD, OREGON 97223

May 19, 1983

HOBSON }
NJS } ACTION !!

Representative Norm Smith
c/o State Capitol
H470
Salem OR 97310

Dear Norm,

With the Haines Road project now under way, I am concerned about good continuous access to our place of business and proper directional signs in place. Ginni Snodgrass suggested that I solicit your help.

NJS asked her to relay offer of help -

Recently I looked at the project phases and it appears that 66th Avenue will be cut off in the very near future. It also appears that 68th Avenue will not be passable as a complete two way street until much later in the project. I would like to see 68th complete before 66th is cut off, and when that happens I would like to see numerous very large signs directing the traffic to our place of business and others in the triangle by name, i.e., Landmark Ford, Allstate Insurance, Lamb Weston and Farmers Insurance, etc..

I don't know what all is reasonable or legal, but I would appreciate all of the help you can give to keep the project transition period from being a detriment to our business.

Very truly yours,

LANDMARK FORD, INC.

Jim Corliss

Jim Corliss
Dealer

JC/bjc

Norm - This copy in case original doesn't reach you in Salem

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
JUN 27 '83
REFER TO
Hardt
FC
Info Inves R/D D/R Sign

June 24, 1983

Cy to Hardt
6-27-83

Fred Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, OR 97310

Ed

Dear Fred:

Recently, Representative Norm Smith brought to my attention his concerns with regard to the Haines Road project on I-5 and its potential affect on the adjacent businesses. I, too, share Norm's concerns.

As I am familiar with this area, the concerns regarding reduced access voiced by Landmark Ford need to be addressed. In addition, several other businesses, including Lamb-Weston, Farmers Insurance and Allstate Insurance, could be affected by this construction project.

As you realize, we have worked together in the past to resolve issues of concern expressed by the business community. I know you are receptive to their suggestions, and would appreciate your evaluating alternatives that may assist these businesses during the period of construction. I would suspect that, from a traffic safety standpoint, your department is also concerned with drivers that may unknowingly create a hazard as they attempt to access these businesses. I'm sure your traffic engineers are aware, as I am, that due to the large number of employes accessing I-5 through the Haines Road intersection, problems will be created as they are rerouted throughout the course of construction.

I look forward to further discussions with you in regard to this project. Might I suggest - if it already hasn't been accomplished - that the Highway Division contact the affected businesses and let them know that we will work with them to resolve some of these difficulties.

Sincerely,

Paul V. Phillips

Paul V. Phillips
Assistant to the Governor
Citizens' Representative

Ed - Also follow up on note below.
(also R/D a reply.)
EH
(Please have Hardt discuss any problems with affected business

cc: Landmark Ford, Inc.
Allstate Insurance
Lamb-Weston
Farmers Insurance
Representative Norm Smith

RECEIVED
DOT DIRECTOR
JUN 27 '83
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
JUN 27 '83
REFER TO Hardt
Ed
FC
Info Inves R/D D/R

June 24, 1983

Fred Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, OR 97310

Dear Fred:

Recently, Representative Norm Smith brought to my attention his concerns with regard to the Haines Road project on I-5 and its potential affect on the adjacent businesses. I, too, share Norm's concerns.

As I am familiar with this area, the concerns regarding reduced access voiced by Landmark Ford need to be addressed. In addition, several other businesses, including Lamb-Weston, Farmers Insurance and Allstate Insurance, could be affected by this construction project.

As you realize, we have worked together in the past to resolve issues of concern expressed by the business community. I know you are receptive to their suggestions, and would appreciate your evaluating alternatives that may assist these businesses during the period of construction. I would suspect that, from a traffic safety standpoint, your department is also concerned with drivers that may unknowingly create a hazard as they attempt to access these businesses. I'm sure your traffic engineers are aware, as I am, that due to the large number of employes accessing I-5 through the Haines Road intersection, problems will be created as they are rerouted throughout the course of construction.

I look forward to further discussions with you in regard to this project. Might I suggest - if it already hasn't been accomplished - that the Highway Division contact the affected businesses and let them know that we will work with them to resolve some of these difficulties.

Sincerely,

Paul V. Phillips
Assistant to the Governor
Citizens' Representative

cc: Landmark Ford, Inc.
Allstate Insurance
Lamb-Weston
Farmers Insurance
Representative Norm Smith

Ed - Pls follow up on note below.
(also R/D a reply.)
ESH
(Please have Hardt discuss any problems with affected businesses

RECEIVED
DOT DIRECTOR
JUN 27 '83
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act ✓ File

96 15

7

May 26, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
N. Tigard Intchge-S. Tigard Intchge. Section
Pacific Highway (I-5)
Washington, Multnomah & Clackamas Counties
Project No. I-5-5(73)293

Here is a copy of an estimate of cost to adjust City of Portland Bureau of Water Works' facilities dated April 22, 1983, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the Bureau of Water Works' rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau dated February 17, 1983 and February 18, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,192.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter ✓
J. M. Cartwright
Ted Inloes

RECEIVED
TECHNICAL SERVICES
MAY 27 '83
REFER TO
FOR

71-15

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
503 - 639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

May ~~2~~ 23, 1983

JLS

Department of Transportation
Highway Division
Plans and Records Division
Transportation Building
Salem, OR 97310

In connection with a personal injury case on which we represent the plaintiff, scheduled for trial on June 29, 1983, arising out of an accident occurring in front of the Standard Station on 99W on May 2, 1980, just northeasterly of the overpass of 99W over Highway 217 in Tigard, Oregon, it is necessary that I obtain copies of the following, if possible:

(a) Highway 99W showing two southwesterly bound lanes of traffic as it existed prior to the marking off of the entry to the ramp off 99W onto Highway 217 for Beaverton bound traffic. The Standard Station is on the westerly side of the highway immediately northeasterly and adjoining the GM Training Center, and at the time of the accident on May 2, 1980, I understand two lanes only were provided going southwesterly, and any vehicle wishing to make a right turn to enter the down ramp would necessarily reach the offramp outside of the two southbound lanes.

(b) Any plans for construction or other work plans whereby the third lane was created to accommodate traffic leaving 99W and entering Highway 217.

(c) Any aerial photographs of the area or other records.

Thank you for your prompt attention to this matter.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:sr

RECEIVED
TECHNICAL SERVICES
MAY 3 '83
REFER TO Solis
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	File

5-4-83
Jack Solis
I will have someone assemble the info for you to send if you agree with this request
Ed Heath

5/23/83 Region 1 worked directly w/ Mr Anderson & furnished him the info he wanted. Don Trout

9615

CON 5

DATE: May 13, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
I-5-5(73)293

Contract 9615, Work Started May 9, 1983

Project N. Tigard Intchge.-S. Tigard Intchge.

Highway Pacific

Counties Multnomah, Washington and Clackamas

RDC:mk

cc: R. D. Church

9615

May 12, 1983

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

CON 5
#9615

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway in Multnomah, Washington and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Robert Shotwell
L. E. George

5 May 1983

Corroon & Black of Oregon
1600 S. W. Fourth
P.O. Box 8699
Portland, Oregon 97207
503/224-4155
Telex No. 360-546

To: Dept of Transportation State of Oregon

Attn: Robt W Gormsen

Subject: Contract 9615
Donald M Drake Co

We have discussed this issue with Mr Jack Sollis and have advised that all insurance contracts contain aggregate limit clauses and thus we can not leave that column blank. He has agreed to accept in lieu there of evidence of excess coverage. Therefore we are also attaching our certificate for umbrella liability in the amount of $3,000,000

RECEIVED
MAY - 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3991

218-002

April 26, 1983

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: N. Tigard Interchange - S. Tigard Interchange
Pacific Highway - Multnomah, Washington & Clackamas Counties
Contract No. 9615

Reference: 1) Contract and Bond for Highway Construction, 2 Copies, Attached
2) Department of Transportation Letter to DMD Dated April 22, 1983

Gentlemen:

Enclosed are two (2) copies of the Reference No. 1 Contract and Bond. Both pages 7 (Section III-Contract) and 9 (Section IV-Performance Bond) have now been signed by the President and Secretary of the Donald M. Drake Company.

We regret the necessity for returning these documents; however, our office did query your office by telephone on April 12, 1983 concerning the validity of Don Kane's signature as Assistant Secretary. After conferring briefly with "in-house" legal counsel, your office replied that Mr. Kane's signature, together with that of the President, would be satisfactory.

We are sorry for any inconvenience occasioned by this delay.

Very truly yours,

DONALD M. DRAKE COMPANY

Peter deC. Ebert
Vice President

/sb

HAND DELIVERED

DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226 3991

218-001

April 13, 1983

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Subject: N. Tigard Interchange - S. Tigard Interchange
Pacific Highway - Multnomah, Washington & Clackamas Counties
Contract No. 9615

Reference:
1) Contract and Bond for Highway Construction, 2 Copies, Attached
2) Certificate of Insurance Wausau Insurance Companies, Attached
3) Department of Transportation Letter to DMD Dated April 8, 1983

Gentlemen:

The Donald M. Drake Company has fully executed two copies of Reference No. 1, including Certification of Workers' Compensation Coverage, and attached Reference No. 2 per instructions in Reference No. 3 and accompanying blue slip.

Very truly yours,

DONALD M. DRAKE COMPANY

Peter deC. Ebert
Vice President

/sb

RECEIVED
APR 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226 3991

April 6, 1983

State of Oregon
Oregon State Highway Division
121 State Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Gormsen

Reference: N. Tigard - S. Tigard Interchange Section #9615
Pacific Highway

Gentlemen:

In accordance with the specifications we wish to submit the following information regarding the identification of minority business enterprise goals.

A. Women-Owned Business Enterprises

1. Subcontractor - Anderson's Erosion Control, Inc.
P. O. Box 205
Junction City, Oregon 97448
Telephone: (503) 998,2062

Bid Item #	Quantity	Unit Price	Total
101	17	475.00	$ 8,075.00
102	375	45.00	16,875.00
103	10	30.00	300.00
104	12,810	6.00	76,860.00
105	2,030	13.00	26,390.00
106	283	100.00	28,300.00
Total Women-Owned Business Enterprises			$156,800.00

B. Minority Business Enterprises

1. Subcontractor - Arrow Brothers Corporation
7418 East Helm Drive
Scotsdale, Arizona 85260
Telephone: (602) 998-3950

Bid Item #	Quantity	Unit Price	Total
2	Lump Sum		$ 3,000.00
6	750	6.00	4,500.00
67	363	3.50	1,271.00

Bid Item #	Quantity	Unit Price	Total
68	1,663	4.50	7,484.00
69	75	9.00	675.00
70	4	310.00	1,240.00
71	12	40.00	480.00
72	4	75.00	300.00
73	3	90.00	270.00
190	Lump Sum		6,000.00
191	Lump Sum		7,200.00
192	Lump Sum		76,300.00
193	Lump Sum		1,500.00
194	Lump Sum		1,700.00
195	Lump Sum		6,900.00
196	Lump Sum		600.00
197	Lump Sum		900.00
198	Lump Sum		52,000.00
199	Lump Sum		24,000.00
200	Lump Sum		32,000.00
201	Lump Sum		30,000.00
202	Lump Sum		4,600.00
203	Lump Sum		6,000.00
204	Lump Sum		7,500.00
205	Lump Sum		7,200.00
206	Lump Sum		8,800.00
207	Lump Sum		6,700.00
208	Lump Sum		9,300.00
209	Lump Sum		14,900.00
210	Lump Sum		1,000.00
211	2,710	17.00	46,070.00
212	910	10.00	9,100.00
213	190	10.00	1,900.00
214	120	10.00	1,200.00
215	50	10.00	500.00
216	Lump Sum		4,000.00
		Total	$387,090.00

2. Subcontractor - Kee Construction, Inc.
6500 N.E. St. Johns Road
Vancouver, Washington 98661
Telephone: (206) 693-1653

Bid Item #	Quantity	Unit Price	Total
122	730	24.50	$ 17,885.00
123	200	18.00	3,600.00
150	270	24.50	6,615.00
151	70	18.00	1,260.00
171	207	24.50	5,071.50
172	100	18.00	1,800.00
178	24,430	6.80	166,124.00
179	2,790	15.10	42,129.00
185	1,430	8.60	12,298.00
			$256,782.50

Total Minority Business Enterprises	$643,872.50

We trust the above is in accordance with your request and the specifications.

Very truly yours,

DONALD M. DRAKE COMPANY

Conrad L. Ott, Jr.
Vice President

CLO;jk

RECEIVED
APR 6 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray Turner

9/

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

May 11, 1983

RECEIVED
STATE HWY ENGR
MAY 12 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer To
File No

NOTED
W. E. SCHWARTZ

Fred Anderson
Attorney at Law
8865 SW Center
Tigard, OR 97223

This is to confirm information given you and Mrs. Ball at a meeting in your office May 9 regarding how water, primarily storm runoff, will be carried across the freeway at the Haines Street Interchange.

At the present time water flowing onto the freeway from the east and storm runoff from the Interchange is carried across the freeway at about Station 53 and is released in a ditch on the west side of the freeway and from there flows west. Our construction plans had shown this water being carried across the freeway in 18 inch culvert pipes at about Station 54 and 58 from a storm water detention basin in the interchange area just east of the freeway.

Per our discussion in your office, we will construct the storm water detention basin at about Station 50. We will then carry the water across the freeway at about Station 51 or 52 and down our right-of-way in a pipe parallel to the AH & B line. The water will then be discharged west of 68th in the same drainage channel which carries it at the present time. The rate of flow in the pipe across the freeway will be regulated by the size of the pipe installed. The pipe will be sized to reduce the flow rate from what is presently carried in the channel. Water collected along 68th not coming out of the detention basin will be carried south along 68th and discharged into a natural drainage channel near Station 75 on the H line.

I trust this solution will be satisfactory to your client, Mrs. Ball.

Your assistance in resolving this matter is appreciated.

Allan L. Harwood

ALLAN L. HARWOOD
Region Operations Engineer

cc: Geraldine Ball

bcc: Wendell Schwartz
Dave Bryson
Bob Shotwell

734-1850

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1983

In Reply Refer to
File No.:
DES 16

Sidney L. Nolan
Technical Services Representative
Pozzolanic Northwest, Inc.
2448-76th Avenue S.E., Suite 222
Mercer Island, Washington 98040

Complete file [illegible]

NOTED
H.S.COULTER

Your letter of April 29, 1983 requested information concerning the possible use of fly ash in concrete paving, CTB and bridge concrete on the N. Tigard-S. Tigard Interchange Section on I-5 and the South Banfield Interchange-S.E. Washington Street Section on I-205.

The use of fly ash in the concrete paving in bridge decks or in concrete incorporating prestressing steel strands will not be permitted. The use of fly ash in the contractor's proposed contract mix design for CTB and use in the substructure work will be considered. An early submittal of the contractor's proposed concrete mix design to the Project Managers will aid in obtaining a final decision on the use of fly ash in the concrete mix design for these projects.

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

JHV:rw

bc: Fred Miller
H. S. Coulter
J. H. Versteeg

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

Pozzolanic Northwest, Inc.
PROCESSORS AND DISTRIBUTORS OF TOP QUALITY POZZOLANS

2448-76TH AVENUE S.E., SUITE 222
MERCER ISLAND, WASHINGTON 98040
TELEPHONE (206) 232-9320

April 29, 1983

Mr. Fred Miller, Director
Department of Transportation
Oregon Highway Division
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

Recent bid openings were held for the following projects:

- #[illegible] N. Tigard Interchange - S. Tigard Interchange Section of the Pacific Highway Southwest of Portland. FAP No. I-5-5 (73) 293.
- #9671 South Banfield Interchange - Southeast to Washington Street. FAP No. I-205-7 (86) 311.

North Tigard Interchange project was awarded to Donald M. Drake Company and the South Banfield Interchange was awarded to S.J. Groves & Sons Company. Both of these contracts are unique in that they are open for contractors' proposed option of design.

Recently, I talked with Mr. Peter Ebert, Vice President of Donald M. Drake Company and with Mr. Dave Malutich, Estimating Engineer for S.J. Groves & Sons Company and they are going to submit, through proper channels in writing, a proposal that fly ash be used in the mix designs for concrete paving, CTB, and bridge concrete in the above mentioned projects.

Would you please let me know by Monday, May 9, 1983 whether these proposals to include fly ash in these projects will be approved. Thank you.

Sincerely,

POZZOLANIC NORTHWEST, INC.

Sidney L. Nolan

Sidney L. Nolan
Technical Services Representative

SLN:mjw

orig to

RECEIVED
STATE HWY ENGR
MAY 4 '83
REFER TO [illegible]
FOR

Info	Invest	R/D	D/R	Sign	Act	File
			X			

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DOT DIRECTOR
MAY 4 '83
REFER TO [illegible]
FOR

Info	Invest	R/D	D/R	Sign	Act	File
			X			

96 1 5

HIGHWAY DIVISION

ACC 9

H. S. Coulter
State Highway Engineer

April 6, 1983

Robert N. Bothman
Assistant State Highway Engineer

Federal Matching Fund Waiver

copy 4-5
acc

Our March obligation plan for Federal FY 1983 dictates we initiate the waiver provision in June 1983. At that point, we will have obligated our Federal-Aid Program short of the additional revenue realized from the five-cent gas tax package.

The N. Tigard-S. Tigard Project has been programmed and contracted so would not qualify for the fund waiver.

There is a need to consider the timing to request the waiver as it relates to obtaining additional state revenue. There is no reason to utilize the waiver in requesting that waiver prior to May. We however, might want to use that waiver as an incentive to pursue the state revenue. On the other hand, we might not want to introduce that additional variable into the discussion.

I would like to pursue this discussion considering the alternatives next week (perhaps at staff).

RNB:lb

cc Gary Potter

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ACC 9

DATE: April 1, 1983

TO: Fred Miller
Director

FROM: H. S. Coulter
State Highway Engineer
Scott

SUBJECT: Ideas From the SCOP Meeting

(1) a. FHWA regulations for temporary match fund waiver require a certification by the Governor that funds are not available for state match. The situation that would require the Governor's approval on a project-by-project basis only applies where the original certification by the Governor provided a specific list of projects. The implementing regulations intentionally allowed each Governor flexibility as to the type of certification best suiting the situation.

Attached is a draft of a letter that may be used if and when we want to request a waiver. This has already been discussed with the FHWA and they agree it complies with regulations. I also have a draft prepared to explain the situation to the Governor.

(1) b. Information we have indicates that Barnhart is continuing an effort to have legislation passed which would moderate the restrictions on funding toll roads with FHWA. This was also mentioned by Richard Robertson at the Mississippi Valley meeting in Milwaukee last week.

cc Robert N. Bothman -- Bob: Please follow and identify time when letter should be sent...How about N. Tigard-S. Tigard?
Gary A. Potter

Scott

RECEIVED
DOT DIRECTOR
APR 1 '83
REFER TO
FOR
Info | Inves | II/O | D/R | Sign | Act | File

SUGGESTED DRAFT FOR GOVERNOR ATIYEH'S CONSIDERATION
March 10, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

SUBJECT: Temporary Matching Fund Waiver

Section 145 of the 1982 Surface Transportation Assistance Act provides a means for a temporary waiver for State matching funds.

I certify that sufficient funds are not available to pay the cost of the non-Federal share of qualified projects, including all State funds that are available for obligation on Federal-Aid Highway projects.

The Highway Division will advise you of the specific projects for which sufficient funds are not available.

I respectfully request your approval.

Victor Atiyeh
Governor

bcc: Fred Miller
H. S. Coulter
DES:pf

-1615

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: April 8, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: BALL PROPERTY
I-5/TIGARD INTERCHANGE AREA

Geraldine Ball, who owns property adjacent to I-5 in the Tigard Interchange area, contacted Mr. Schwartz about what she perceives as a drainage problem. At Mr. Schwartz's request I reviewed the problem in the field and talked to Mrs. Ball on the telephone.

It appears that the natural drainage in the area goes across Mrs. Ball's property. There are several drainage channels carrying water at the time I was there. Other natural drainage has been disturbed by filling in on Mrs. Ball's property to construct the Ford agency. In the process of doing that it appears that two cross pipes, crossing the frontage road and the freeway, have been blocked. Our construction plans call for water to be routed through these two pipes. Rather than getting in a hassle with Mrs. Ball, Bob Shotwell is investigating carrying this water to the natural drainage channels bypassing the area where the pipes have been blocked.

I called Mrs. Ball and told her that we were investigating the drainage problem and I thought that we could work out a solution that would be satisfactory to her. I told her it would probably take a couple of weeks for us to carry out the investigation necessary and at that time I would contact her and meet with her and her attorney on the site to describe what we propose to do.

I asked Mrs. Ball to call me if she had any questions or problems.

NOTED
W. E. SCHWARTZ

cc: W. E. Schwartz

RECEIVED
STATE HWY ENGR
APR 11 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

96 15

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(73)
N. Tigard - S. Tigard Interchange Section
Waiver of "Buy America" Requirements
(Mr. Hart's ltr, 3-25-83, DES 23 7726A)

Date: March 28, 1983

From: Division Administrator

Reply to Attn. of: HPO-OR/435

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's letter requested that the "Buy America" contract requirements for N. Tigard - S. Tigard Interchange Section project on Interstate 5 be waived due to a lack of adequate supply of prestressing strand. The waiver request was limited to prestressing strand.

We have consulted our Regional Office and have concluded that the information we have gathered indicates that there is sufficient quantities of American-made prestressing strand available for this contract. Your waiver request is therefore denied.

fr Robert B. Hathaway
Dale E. Wilken

cc:
OSHD (Mr. Hart, Bridge Engr)
Region (HST-010)

RECEIVED
STATE HWY ENGR

MAR 28 '83

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File

6 [illegible]

1-13

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 25, 1983

In Reply Refer to
File No.:
DES 23
7726A

TO: Dale E. Wilkens
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Waiver of "Buy America" Requirements
N. Tigard - S. Tigard Interchange Section
Pacific Highway I-5

Enclosed is a letter from Pacific International Inc., a potential supplier of prestressed beam bridge members, for the subject project. They indicate a problem in obtaining an adequate supply of domestic prestressing strand. Their concern is the same as that previously expressed to you in our comments on the "Buy America" provisions. These requirements should not be applied to prestressing strand until such time as a supply of domestic strand, adequate in terms of both quantity and quality, is demonstrated.

We would, therefore, like to request a waiver on the "Buy America" provisions as it applies to prestressing strand on this project. The bids on this project are to be received on March 31, 1983. In order to advise all of the potential suppliers as to the decision on this issue, we must have a reply by March 28.

WJH:jrb

NOTED
E. S. HUNTER

Enclosure

cc: E. S. Hunter
J. H. Versteeg
Region I
Robert Shotwell, Project Manager

RECEIVED
TECHNICAL SERVICES
MAR 28 '83
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

Form 734-3122

Send copy to Walt [illegible]

503/285-8391

Pacific International Pipe & Engineering Inc.

P. O. Box 11305 Portland, OR 97211

Manufacturers of
Concrete Sewer and
Culvert Pipe –
Precast Manholes –
Low Head Pressure Pipe –
Transformer Vaults –
Specialty Items –
Precast and
Prestressed Concrete

OM [illegible] CF
[illegible]
[illegible]
[illegible] Metro Region [illegible]
[illegible] PA EM BUD LM

March 22, 1983

Mr. Robert Shotwell, Project Manager
State of Oregon Department of Transportation
4755 SW Watson
Beaverton, OR 97005

Subject: Pacific Hwy. - N. Tigard Interchange - S. Tigard Interchange

Dear Mr. Shotwell:

In preparing a bid for the prestress bridge members for the Tigard Interchange (North and South) I am having difficulty in obtaining a satisfactory quotation on domestic prestressing strand.

Today I have only received one quotation from Orban Company in Stockton, California. Their strand produced from domestic steel is higher than produced from foreign steel which is all right, but they are reluctant to assure the quality with domestic that they can with foreign steel.

C F & I have produced prestressing strand but have had some quality problems according to their sales people and so to date they have not quoted us a price.

Under the circumstances, we would like to suggest a waiver to the Buy American Act for prestress strand until good quality strand becomes available from a domestic source.

Sincerely,

PACIFIC INTERNATIONAL PIPE & ENGINEERING, INC.

Jack C. Williams

Jack C. Williams
Vice President
Sales and Engineering

kmm

cc: Allen Harwood, Metro Operations Engineer

RECEIVED
MAR 2[illegible]
BRIDGE SECTION

I-5

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
503 - 630-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

March 23, 1983

Bob Shotwell
Project Manager
N. Tigard-S. Tigard Interchange Section
4755 S.W. Watson Avenue
Beaverton, Oregon 97005

Edward Hardt
Metro Region Engineer
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: Disposition of Surface Waters
East side and west side of Highway I-5
N. Tigard - S. Tigard Interchange

This letter is being written in our capacity as attorneys for DJB, Inc. and G.L. Ball, who separately are owners of several tracts of land located northerly and/or westerly of Landmark Ford ownership, and southerly of the off ramps at the interchange above mentioned. We have obtained and have at hand in this connection copies of the Department of Transportation plans for the proposed project, which we are informed is now scheduled for bid consideration on March 31, 1983.

The plans for transfer of surface waters from the easterly side of I-5 do not include any reliable indication of disposition of waters along S.W. 66th Avenue, and we understand that this is a matter of concern for the Department of Transportation as well.

It is our further understanding from Mr. Bob Shotwell that the plans include the construction of a large holding pond approximately due east of the planned convergence of the westerly planned traffic ramps, but that plans with respect to the surface waters are being reinvestigated for the purpose of determining the ultimate disposition thereof rather than following the present proposal to release the impounded water westerly of I-5 at 66th Avenue. The volume of surface water which we understand will be involved should not be released indiscrimately on the west side of I-5, as it is our opinion this would constitute a violation of the rights of the adjacent property owners.

As we understand, the redetermination of the disposition of these surface waters involves legal as well as physical and topographic problems, but the construction contract plans as distributed show only the discharge of such water onto 66th Avenue. Our concern includes the rights of adjoining property owners, and we have been assured in this regard that prior to final determination of the issues that are involved here we will be afforded an opportunity to review and

1 Versteeg
Anderson
2 Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
MAR 30 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

comment on the revised water disposal plans. We believe that this is a very vital aspect of the matter, and our clients are concerned that their rights may not receive proper consideration, resulting in the need for court determination of rights after expensive litigation.

Your cooperation in furnishing us a copy of your findings and proposals as the matter progresses will be greatly appreciated by the undersigned.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:o

9

STATE OF OREGON **INTEROFFICE MEMO**

TO: FRED MILLER, Director
Department of Transportation

DATE: March 22, 1983

FROM: M. B. SMITH
Metro Region Office Manager

SUBJECT: Mrs. Gearldine Ball Complaint About Drainage
North Tigard - South Tigard Project

Orig to Nat Giustina
3-23-83
Cn

In response to your phone call on 21 March 1983 about Mrs. Gearldine Ball's concern with drainage on to her property which lies on the west side of I-5. I contracted our Project Manager, Bob Shotwell concerning the drainage problem. Bob informed me that he is aware of the problem and the holding pond on the east side of I-5, and that it will be a tricky one to resolve, but he is working on it.

I called Mrs. Ball to let her know that we were attempting to redesign the drainage in the area of concern. I gave her Bob Shotwell's phone number if she had any further questions.

MBS/b

Nat - I believe that the situation is working itself out. Mrs. Ball has a legitimate point that we have to address.

Fred

RECEIVED
DOT DIRECTOR
MAR 23 '83

81-125-1367

DJB INC. 11515 S.W. 91ST AVENUE PORTLAND, OREGON 97223 U.S.A. (503) 639-2900

RECEIVED
STATE HWY ENGR
MAR 30 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DIR
MAR 24 '83
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

March 16, 1983

Mr. N. B. Giustina
P. O. Box 989
Eugene, Oregon 97401

Dear Nat:

I am sorry to be bothering you but we have an ODOT problem that is of great concern to us. DJB, Inc. is a family corporation which Del set up for our children and grandchildren. They own 90%, I own 5%, and 5% is in Del's trust of the property I am writing to you about.

Over the last few years we have sold the ODOT, Highway Division, property for the N. Tigard - S. Tigard Interchange just south of the Haines overpass.

I went to the Pre-Bid meeting yesterday at the Glisan St. office to inquire about what they plan to do with water that comes from the East Side of the freeway onto property on the West Side. I found out that they are building a holding pond on the East Side to accommodate some of the water but a little further south they are directing the surplus water so as to come on our property.

Although the map I am enclosing does not show it exactly, I have marked the area where it is supposed to connect, so they said, "With the Tigard System". To date Tigard does not have a sewer or drainage system in that area so any water that comes from the East Side of I-5 is accumulating on property on the West Side and with the construction as they plan there will be even more coming on our property. Since they have already started some construction on the East Side in the Holding Pond area and are diverting water, we are getting more water on the West Side.

The way they have it planned would completely ruin some of the property Del worked so hard to acquire for his family.

Understand the next meeting - final meeting - in regard to bids so far as contractors are concerned is March 31st in Salem. Naturally, I am hoping this matter can be resolved prior to that time and that is why I took the liberty of writing to you as there isn't much time left.

I would greatly appreciate any suggestions or help you can give me. If you think it would be better to appear before the Highway Commission let me know and let me know when the meeting will be. I assume it will be sometime after March 31, 1983.

Give my best to Jackie and thank you both for all that you have done and are doing for Oregon State.

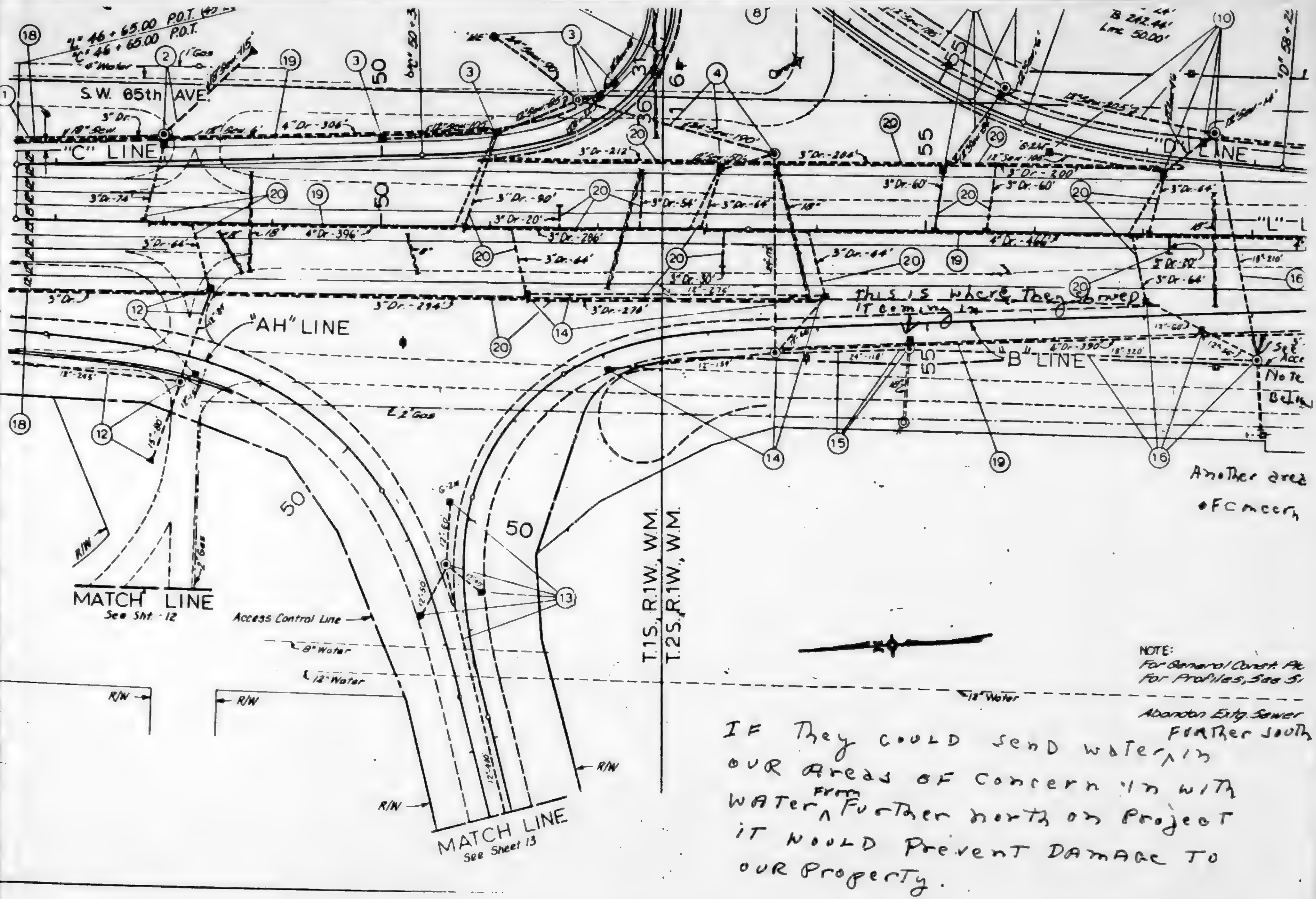
RECEIVED
STATE HWY ENGR
MAR 24 '83
25
REFER TO
Mike Smith
FOR
Info Inves R/D D/R Sign Act File

Sincerely,

DJB, INC.

Geraldine L. Ball
Geraldine L. Ball-Vice-Pres. (Jerre)

GLB:l


"L" 46 + 65.00 P.O.T.
"C" 46 + 65.00 P.O.T.
S.W. 65th AVE.
"C" LINE
"D" LINE
"L" LINE
"AH" LINE
"B" LINE
50
55
T.1S. R.1W. W.M.
T.2S. R.1W. W.M.
B 242.44'
Lme 50.00'
"D" 58 + 2
1" Gas
6" Water
3" Dr.
18" San.
4" Dr. - 306'
4" Dr. - 396'
4" Dr. - 466'
4" Dr. - 390'
3" Dr. - 74'
3" Dr. - 64'
3" Dr. - 90'
3" Dr. - 20'
3" Dr. - 286'
3" Dr. - 212'
3" Dr. - 54'
3" Dr. - 30'
3" Dr. - 284'
3" Dr. - 294'
3" Dr. - 276'
3" Dr. - 60'
3" Dr. - 200'
12" - 276'
12" - 60'
18" - 320'
18" - 210'
24" - 118'
12" - 159'
18" - 245'
2" Gas
8" Water
12" Water
Access Control Line
R/W
MATCH LINE
See Sht. 12
MATCH LINE
See Sheet 13
NOTE:
For General Const. Pl
For Profiles, See S
Abandon Extg. Sewer
1
2
3
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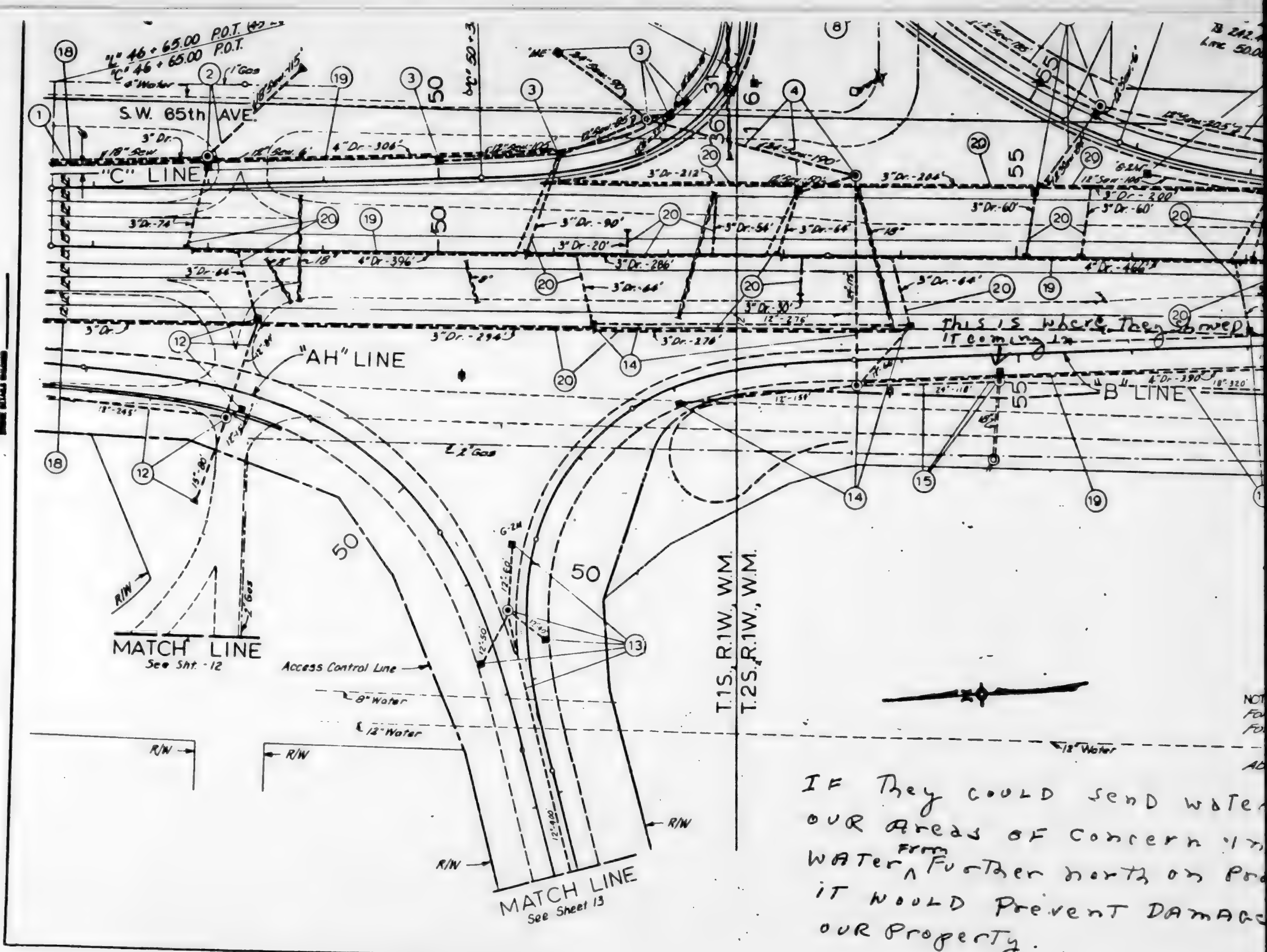
this is where They stoped
IT coming in

See Acce
Note
Below

Another area
of concern

If They could send water in
our areas of concern in with
water from further north on Project
it would Prevent Damage to
our Property.

Further South


"L" 46+65.00 P.O.T.
"C" 46+65.00 P.O.T.
S.W. 65th AVE.
"C" LINE
"AH" LINE
"B" LINE
6" Water
1" Gas
3" Dr.
18" Sew.
4" Dr.-306'
3" Dr.-212'
3" Dr.-206'
3" Dr.-200'
3" Dr.-60'
3" Dr.-74'
4" Dr.-396'
3" Dr.-90'
3" Dr.-20'
3" Dr.-54'
3" Dr.-64'
3" Dr.-286'
3" Dr.-66'
3" Dr.-30'
3" Dr.-294'
3" Dr.-276'
4" Dr.-390'
18"-320'
18"-245'
24"-118'
12"-154'
2" Gas
G-2M
12"-50'
12"-60'
12"-400'
8" Water
12" Water
18" Water
Access Control Line
R/W
MATCH LINE
See Sht.-12
MATCH LINE
See Sheet 13
T.1S, R.1W, W.M.
T.2S, R.1W, W.M.
50
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This is where they sweep it coming in
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If They could send waTe
our areas of concern
water from further north on Pro
it would prevent damag
our property.

9615

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-5-5(73)293
N Tigard-S Tigard Interchange
Pacific Highway

Date: February 24, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We agree with your finding in the public interest to use State furnished drain pipe as outlined in Mr. Adams February 18, 1983 letter.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D R Adams)

HJ
S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 1 '83
REFER TO [illegible].
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy-
3-1-83

RECEIVED
STATE HWY ENGR
FEB 28 '83
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9615

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(73)293

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas - Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
Oregon Division, Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 2 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Original att. to 3/2

7. DATE AUTHORIZATION EFFECTIVE 2-23-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

N. Tigard Interchange - S. Tigard Interchange Section

11. GENERAL DESCRIPTION OF WORK

Grading, paving, structures, signing, illumination, and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

On-the-job training	$12,000
Revise Existing Signal Equip	50,000
Signal Controller Testing	1,330
Signal Prgm and turn-on	1,800
Temp & Perm pavement striping S.F.	13,800
Remove Striping Exist & Temp S.F.	1,200
Temporary Erosion Control	10,000
Credit for Rail members & Posts	(9,150)

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate,

Mr. Swan's 2-22-83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $18,862,697, Federal funds $17,395,170.

A signed copy of the Title Sheet is returned herewith.

It should be noted that because of delays in securing advance utility adjustments extra costs or time extensions related to utility work will not be eligible for Federal participation.

14. DATE 2-23-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1983

In Reply Refer to
File No.:

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
H.S. COULTER

N. Tigard Intchge.-S. Tigard Intchge.
Pacific Highway
Multnomah County

We are requesting a public interest finding in the State furnishing the following item on the subject project:

State-Furnished 4" Polyethelene Drain Pipe, 5,000 lin. ft. @ $1,210.

This material was salvaged from previous projects. It was purchased by the State and stockpiled in the Baldock Maintenance Yard. Charges will be made to the project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Baldock Maintenance Yard and use it on the project.

We feel it is in the public interest to use this material to conserve State funds previously expended and to conserve energy by using materials on hand.

J. H. Versteeg
Road Design Engineer

By D R Adams
D. R. Adams, P.E.
Final Design Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 24 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DNS:rw

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt
D. E. Swan
Steve Macnab
D. N. Stoudenmeyer

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

February 22, 1983

In Reply Refer To
File No

Fred A. Anderson
Anderson, Dittman & Anderson
P. O. Box 23006
Tigard, OR 97223

Dear Sir:

Your February 8 letter directed to the Oregon Department of Transportation, Salem, regarding the "Haines Street Area Off-Ramp Construction" has been referred to my office. I've tried several times to reach you by phone to discuss this matter with you but have been unable to reach you.

The Oregon State Highway Division does not advertise a project for bid until it has acquired all of the property necessary for that construction. This means that the contractor will not be required to, or have any reason to, enter on privately-owned land to perform the work called for within the contract. During the course of the construction of the project, depending upon the amount of State-owned land available to him, many times the contractor will acquire the right from a private owner for the temporary use of land (usually vacant) for a place for him to store materials or equipment, set up temporary shop buildings, etc. In order for him to do this he must have a legal agreement with the owner of this property and when that occurs the owner can specify those requirements mentioned in your letter. That, however, is a matter between the contractor and the owner of the private property. The Highway Division's concern is that the contractor does have an agreement with any private owners before he uses their land, and that he meets all the requirements of the temporary use.

If you have any questions about any of the above, I would be happy to discuss this with you at any time.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 23 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ELH/cp
cc W. E. Schwartz
   Bob Shotwell w/attach.

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

February 8, 1983

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Haines Street Area Off-Ramp Construction

It is my understanding, based on information obtained from your office that you contemplate undertaking construction activities with respect to the westerly off-ramp of Interstate 5 just south of the Haines Street overpass, and in that connection you intend that the contractor and others so involved will necessarily go upon private land adjacent to the interchange area to facilitate construction work.

This is to confirm the understanding that you will instruct your contractor and others involved to refrain from any activity which will adversely affect any natural vegetation on the premises, or leave any ditches or impressions by reason of heavy equipment, and that there will be no foreign soil and clay obtained elsewhere to be used for filling purposes within the private ownerships. Also, our clients have requested that no rocks, concrete or other waste materials be deposited within the DJB or Ball ownerships for any reason whatsoever.

To avoid any misunderstanding please confirm your intention with respect to the foregoing.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred a Anderson

Fred. A. Anderson

FAA:sr

cc: DJB, Inc.

RECEIVED
STATE HWY ENGR

FEB 10 '83

REFER TO
E. Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

NOTED
W. E. SCHWARTZ

Circulate

I-5

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Road Design Engineer

DATE: February 4, 1983

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: DESIGN PLANS

1 Versteeg ✓
Anderson
2 Adams A
Olson
3 Sullivan SHm
Terpin
Trou:
Wakerlig

RECEIVED
FEB 8 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

It is very unusual in this outfit to hear anybody say anything good about anybody. This morning, you and your staff were the recipient of some very complimentary remarks, and I thought I'd pass them on to you.

I had just received preliminary copies of the N. Tigard-S. Tigard plans, and hand-carried two sets out to the Project Manager, Bob Shotwell. He and Joe Simpson took a quick look at them and both remarked what a pleasure it was to finally get a set of plans they could read and easily understand. They said they have been working with nothing but consultant, city, and county plans for the last several years, and it was a real pleasure to get a set of plans like your section puts out. They also mentioned how much they miss the pipe data sheets, and how valuable they are to them and to the contractor.

If you confront them, both Bob and Joe will probably deny saying these nice things, but I thought you might appreciate hearing about their candid, unsolicited comments.

MC/gw

NEM

[illegible]

KF
WCB
TCB
PFG

81-125-1387

Contains Recycled Materials

9615

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(73)293
N. Tigard - S. Tigard Section
Pacific Highway

Date: January 24, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The revised surfacing design, submitted with Mr. Terpin's January 7 letter, has been reviewed and is approved for Federal-aid Funding.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (F E Terpin)

RECEIVED
STATE HWY ENGR
JAN 26 '83
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
JAN 27 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#: I-5

SECTION: North Tigard Interchange - South Tigard Interchange

Pacific Highway

REGION: 1

SURVEY AUTHORITY 1

AUTHORIZATION NO.: 10

PREFIX: 634-1934

DATE: 1-10-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		273,000	915 AUDITS		200	933 SURFACE DESIGN		1,000
902 CITIZEN'S INVOLVEMENT		100	916 PHOTOGRAMMETRY		3,200	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		8,500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS		200	936 REGION TRAFFIC		
905 FINAL DESIGN		169,300	920 PROGRAM MANAGEMENT		1,000	937 HYDRAULICS		200
906 BRIDGE DESIGN		450,000	921 SPECIFICATIONS		20,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		166,000	922 ADMIN. SERVICES		3,100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		18,000	923 ENVIRONMENTAL SECTION		3,000	950 TRAINING		4,400
910 REGION GEOLOGIST		24,000	924 D.O.T.		100	955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		27,000	925 AIR MONITORING			960 PERSONAL LEAVE		700
912 LANDSCAPE		23,000	926 FOUNDATION		17,100	980 PUBLIC HEARING		7,900
913 RIGHT-OF-WAY LIAISON		29,000	927 FREE BRIDGE DESIGN			908		5,700
914 REGION UTILITY LIAISON		26,000	932 RAILROAD & UTILITIES					
						TOTALS	$ 1,281,700	$1,281,700
						PREVIOUS AUTHORIZATION		$1,210,000
						ADD. AUTH. REQUIRED		$ 71,700

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: I-5-5(16)260

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Turpin
4 Trout
[illegible]

RECEIVED
1983
ROAD DESIGN SECTION

cpy Watson

Do Not File
Return To
Bring Up ___/___
Action

Bring up to FHWA approval of 11-6-81

work on this FA Project also being performed under prefix 634-1950

PREPARED BY P. Lewellyn, Cost & Redords Spec.	DATE 1-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/13/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E. S. Hunter	DATE 1-12-83
RECOMMENDED, LOCATION ENGINEER X Frank E. Turpin	DATE 1-11-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-6-81	

734-1914 (7-82)

Stoud [illegible]

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

I-5

TO: J. H. Versteeg
Design Engineer

DATE: January 5, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: N. Tigard Interchange - S. Tigard Interchange Section, Pacific Highway

Submitted herewith is a revised surfacing design for the subject project. The design has been reviewed as suggested by FHWA. There are two alternates for consideration. One for full width CRPCC, and the other for CRPCC travel lanes with A.C. shoulders.

I have increased the design to 11.0 inches of CRPCC on 8 inches of CTB. This is based on using CRPCC shoulders. The increased thickness is the result of an increase in the projected number of truck loadings.

This design has not been submitted to FHWA for approval. But, they were involved in the development of the revised design.

I will prepare a submittal for FHWA approval after a final decision is made concerning which alternate to use.

JTS:tb

Attachment

cc: Frank Terpin
✓Don Adams
Edward Hardt
Norm Henry
Clarence Eshelman

___ Versteeg
___ Anderson
I Adams
___ Olson
___ Sullivan
___ Terpin
___ Trout
___ Wakerlig

A RECEIVED DMS
JAN 6 1983
ROAD DESIGN SECTION

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Bring ___ ✓
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PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: N. Tigard Int. - S. Tigard Int.
Date: January 5, 1983
Highway: Pacific #1
County: Washington
Length of Project: 1.71 miles **PMS No.**
Prefix: 634-1934

ADT 51,000 **% Trucks** 11.5
18 Kip EALs/day 5,200
Traffic Coefficient 13.4
Design Period Twenty years
Soil R Value 12
CBE Required P.C.C. Design

Widening - New Work **Width**	**Overlay/Rehab. of Existing Pavement** **Width**
Alternate No. 1 **Thickness** "SEE ATTACHED SHEET" **Cost $**	**Thickness**
Alternate No. 2 **Thickness** **Cost $**	**Thickness**
Alternate No. 3 **Thickness** **Cost $**	**Thickness**

Remarks - Surfacing Design Engineer: Alternate No. 1 involves a thinner section, by taking advantage of the edge support provided by the PCC shoulder. Alternate No. 1 also eliminates the need for sub-drains. The shoulder can be slip-formed in the same operation as the mainline.

An A.C. alternate for the travel lanes was not considered due to the limited life expectancy of A.C. surfacing under these high traffic volumes.

Recommendations: Alternate No. 1 - full width CRPCC pavement.

cc: Location
✓Final Design Engineer
Region Engineer
Region Geologist
Project Manager

Surfacing Design Engineer

PAVEMENT TYPE SELECTION

SECTION: N. Tigard Int. - S. Tigard Int.
HIGHWAY: Pacific East #1E **COUNTY:** Washington

PRINCIPAL FACTORS GOVERNING SELECTION

1. **Traffic Classification:** See reverse side.
2. **Soils Characteristics:** See reverse side.
3. **Climate** Average annual rainfall is approximately 40 inches. The potential for significant frost penetration is negligible.
4. **Construction Considerations:**
5. **Recycling: Initial Project** Traffic handling and type of materials make recycling of the existing surfacing materials impractical.

   Future Potential for recycling CRPCC pavement is limited.
6. **Cost Comparisons:** See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. **Performance of similar pavements in the area:** C.R.P.C.C. has provided excellent performance. A.C. pavements under similar heavy traffic require overlays at about ten years.
2. **Adjacent Existing Pavements:** A.C. to the north and CRPCC to the south.
3. **Conservation of Materials and Energy:** Material and energy requirements are approximately equal for both alternates.
4. **Availability of Local Materials or Contractor Capabilities:** Local materials are available for either alternate.
5. **Traffic Safety (Finished Project):** Good.
6. **Incorporation of Experimental Features:** Not considered.
7. **Stimulation of Competition:** Not considered.
8. **Municipal Preference, Participating Local Government Preference and Recognition of Local Industry:** Not considered.

Remarks:

Approval:

Final Design Engine

cc: **Surfacing Design Eng. after approval**

N. Tigard Interchange - S. Tigard Interchange
Pacific Highway
Alternate Designs

Alternate No. 1:

Continuously Reinforced Portland Cement Concrete - 11.0"
Cement Treated Base - 8.0"

Alternate No. 1 is for full width CRPCC pavement, including outside shoulders and ramp connections, to the end of the gore. Where the CRPCC pavement is over the existing pavement, no extra base is required.

With full width P.C.C. pavement, most of the sub-drainage is not needed.

Alternate No. 2:

Travel Lanes - Continuously Reinforced Portland Cement Concrete - 11.5"
Cement Treated Base - 8.0"

Shoulders - Asphaltic Concrete - 4.0"
Cement Treated Base - 15.5"

Alternate No. 2 is for CRPCC pavement in the travel lanes and ramp connections to the end of the gore. Shoulders are to be A.C.

This alternate requires an extra 1/2 inch of pavement due to the lack of edge support on the outside. This alternate should also include sub-drains.

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Memo To The Files

DATE: February 8, 1983

FROM: Joseph W. Fields
Surfacing Design Specialist

SUBJECT: N. Tigard Int. - S. Tigard Int.
Pacific Highway
Washington County

Versteeg
Anderson
1 Adams #
Olson
Sullivan
[illegible]
[illegible]
[illegible]

RECEIVED
FEB 8 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

Attached is a revised page 2, Other Roads, for the subject section.

JWF:tb

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer ✓
Regional Geologist
Planning

12[illegible]387

REVISED
2/2/83

North Tigard Int. - South Tigard Int. Section
Pacific Highway (I-5)
Multnomah County

LINE	A.C. WEARING SURFACE	TREATED BASE	AGGREGATE BASE	ACTUAL THICKNESS
"BB"	6.0"	12.0"	----	18.0"
"LT^{2}"	6.0"	12.0"	----	18.0"
"J"	4.0"	12.0"	----	16.0"
"E"	6.0"	10.0"	----	16.0"
'A"(From Str. to Sta. 415+12.16)	6.0"	12.0"	----	18.0"
"A"(Sta. 403+52.32 to Str.)	C.R.P.C.C.	(Same as Mainline)		
"T"	C.R.P.C.C.	(Same as Mainline)		
"AH"	4.0"	12.0"	----	16.0"
"B"	4.0"	12.0"	----	16.0"
"C"	4.0"	12.0"	----	16.0"
"D"	4.0"	12.0"	----	16.0"
"H"(Sta. 41+75 - 67+00)	4.0"	10.0"	----	14.0"
"H"(Sta. 67+00 - 75+44.23)	4.0"	6.0"	----	10.0"
"K"	4.0"	10.0"	----	14.0"
"G"	4.0"	10.0"	----	14.0"
"SS"	4.0"	6.0"	----	10.0"
"62nd"	4.0"	6.0"	----	10.0"
Baylor St.	4.0"	6.0"	----	10.0"
Clinton St.	4.0"	6.0"	----	10.0"
Cul-de-sacs	2.0"	----	9.0"	11.0"

N. Tigard Int.

Existing Ramps (where utilized)

"LT^{2}" Line	4.0" A.C.O.L.
"J" Line	2.0" A.C.O.L.

7615

NOTED
H. S. COULTER

STATE OF OREGON
HIGHWAY DIVISION

INTER-OFFICE MEMO

PRO
RECEIVED
STATE HWY ENGR
JAN 4 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: H. S. Coulter
State Highway Engineer

DATE: January 4, 1982 3

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: North Tigard-South Tigard FAI Project

You asked what the impact would be of not proceeding with the North Tigard-South Tigard FAI Project.

Because of the authorization levels of the other programs and the availability of projects for contract in FY 1983, we would lose the ability to program $16 million of our FY 1983 funds.

We would not lose the FAI authorization.

We would lapse $16 million FAI. Through our proposal, we will likely lapse approximately $2 million in FY 1983. This doesn't have a major significance since our cost estimate would not be reduced and our future authorization level would make up the $16 million.

We should proceed as proposed for the following reasons:

- Completing the Interstate system.
- Relieving the need to fund the North Tigard-South Tigard Project in the Six-Year Program.
- Add $16 million to the Oregon economy in 1983 and 1984.
- Complete the last bottleneck on I-5 between Portland and Salem.
- Respond to the local jurisdictions.
- Respond to the "golden triangle" constituency.
- Move toward completion of the backlog of Interstate projects which need to be accomplished which include the Slough Bridge, East Marquam, Northwest Portland, 181st Avenue Interchange, I-82, and so forth.

We should proceed with construction of the North Tigard-South Tigard Project in FY 1983.

1-13
ay Bob —
Good arguments
Scott

RNB:lb

cc D. E. Swan
Edward L. Hardt
Ted Spence

81-125-1387

Contains Recycled Materials

1983 N. Tigard - S. Tigard 9615
Interchange Sec. Pacific Hwy.
(gr, pav, st, sig, ill) #4

9615

Scott Coulter
Attn: W.E. Schwartz

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 S.E. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

November 16, 1982

Fred A. Anderson
P.O. Box 23006
Tigard, OR 97223

File 50350 L42-399, 42-402
N.Tigard-S.Tigard Int. Sec.
Pacific Highway
Washington County
FAP# I-5-5(70)293

Your letter of November 8, 1982, with attached copy of letter dated October 25, 1982, has just been handed to me for action and response.

State forces will be used, and have already been scheduled, to remove the residue from the buildings which were burned on Mrs. Ball's remainder property. They will also remove all the concrete rubble and fill the holes. Before leaving, I have asked that they smooth the ground to the extent possible with heavy equipment. I project the work will be completed by the end of November 1982.

To insure a more prompt response to future correspondence, may I suggest you contact me direct at the address found on this letterhead.

Thank you for both past and present cooperation. If you have any questions, please feel free to call me at 653-3123.

Very truly yours,

W.G. HIGHT
Region Property Agent

WGH:kc
cc Scott Coulter, Hwy. Eng.
Attn: W.E. Schwartz
cc Jim Dixon, Property Mgr.
cc Mike Stoval, Reg. Maint. Eng.
cc Harry Woodward, Maint. Supervisor

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 18 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE OF OREGON

INTEROFFICE MEMO

FILE: 634-1934

TO: CURT DUVAL
Location Manager

DATE: October 26, 1982

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: N. Tigard Interchange -
S. Tigard Interchange Section
Pacific Highway (I-5)

1 ✓
2 Adams
7 3 aol

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[illegible] 1982
ROAD DESIGN
SECTION

Final Design is currently readying this project for contracting for discretionary funding. In finalizing the design there are several issues that need to be resolved. Don Adams and Don Stoudenmeyer have noted these areas on the attached construction plans. You will need to define how the bike lanes or bike routing should extend across the Barbur Blvd. structure. (See notes, plan sheets 5 and 6.) Work with Geof Kaiser in developing the bike routing which should also be coordinated with the City of Portland. The old arterial streets policy did not define Barbur Blvd. a bike route, this may be changed with the City's recent annexation of this area.

may widen
Barbur Str
for bikeway

The second major issue that needs to be resolved is the width of Haynes Road structure. In reviewing the correspondence and Don's note on Page 8 of the plans, it appears that the Hayes structure should remain at 48 feet curb-to-curb, however, the "D" line and Southview Street should be reduced in size consistent with the City's policy. Attached is a package of information relating to some of these changes which now needs to be reviewed with the City to finalize these design issues. You should work with Dave Hill as he is familiar with the previous negotiations.

may reduce
St. width
if City wants
so

The storm drainage system and whether the City will maintain the facility is also in question. I believe this has been resolved. You should check with Jon Rose to determine what was included in the final throughway agreement for the project. Dave Hill is most likely aware of the final outcome of the drainage, however, this may not be reflected on the final plans.

Don Stoudenmeyer requested that we complete this final coordination as soon as possible since they are scheduled to complete the final design by early December. Due to our work load with the FY83 transfer projects I doubt that we can make this schedule as I feel the other projects should have the higher priority than this project since it is not currently funded. Try your best to work this request into limited manpower work load.

[illegible]

Attachment

cc: Ed Hardt
Don Adams
Don Stoudenmeyer

81-125-1387

I-5

ROAD DESIGN SECTION

DES 16

E. L. Hardt
Metro Region Engr.

October 5, 1982

a Olson
A. D. Olson
Preliminary Design Engr.

Cathey V. Carnation Co.
(Their file 8580-T/20220)
N Tigard-S Tigard Interch.
Pacific Hwy. (I-5)
Multnomah County

1 Versteeg ✓
Anderson
Adams
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ROAD DESIGN SECTION

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Attached is correspondence relative to a lawsuit which does not involve the State.

The material requested by letter of June 29 was provided as indicated by my letter of July 13.

Since the September 22 letter makes no reference to the aerial maps or their representation of the existing roadway, I called Mr. Gentry for clarification of the situation. As I understand it, the maps will not be used. Photographs will be taken of the existing roadway and he needs someone to testify that the shoulder has not been widened since October 1981. This would be the northbound lanes of I-5 from Highway 217 interchange to the entrance of Barbur Blvd. onto northbound I-5. Apparently a car with motor trouble traversed this area and finally stopped - in the running lane - near the Barbur onramp and was then hit by a following vehicle. I am told that the driver has stated that there was no shoulder along this area to pull out on.

The original construction plans (1953) show ten-foot shoulders and I presume that there is a shoulder stripe at eight to ten feet and that the line is in the same place today as in October, 1981. Please have someone familiar with the area review this and determine whether there have been any changes since October, 1981, and then contact Mr. Gentry to discuss the matter and to act as his witness.

ADO:rw

Attachments

TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
801 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 223-5181

ROBERT M. KERR
LAMAR TOOZE
L. GUY MARSHALL
ARDEN E. SHENKER
CHAS. R. HOLLOWAY, III
PAUL R. DUDEN
STEPHEN R. FRANK
WM. G. SHERIDAN, JR.
MICHAEL J. GENTRY
FARRAND M. LIVINGSTON
NEALE E. CREAMER
ELIZABETH A. TRAINOR
JAMES L. EMERSON

LAMAR TOOZE, SR.
1895-1971

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SEP 24 1982
ROAD DESIGN
SECTION

Anderson
Adams
1 Olson
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Do Not File
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Bring Up
Action

September 22, 1982

Mr. A. D. Olson
Preliminary Design Engineer
Oregon State Highway Division
218 Transportation Building
Salem, OR 97310

Dear Mr. Olson:

Re: Cathey v. Carnation Company
Our File 8530-T/20220

This case is set for trial in Portland on December 16, and I will need to arrange for a witness from the state to testify as to the fact that the shoulder area with which I am concerned has not been widened between October, 1981 and the present time. I appreciate your suggestion, in your last letter to me, that I simply hire an engineer from Portland to take measurements and prepare drawings. However, the evidence I must prove will need to come from someone in your office, based upon the official files and records of the state. No one from outside of the office can give that testimony. Therefore, I still need to know whether someone else other than you should be designated as a witness, or whether you are that individual. I will inconvenience you or the other person as little as possible, but I will need to subpena all of my witnesses for trial.

Please contact me after you review this letter.

Very truly yours,

Mike Gentry

Michael J. Gentry

MJG:de

I-5

July 13, 1982

Versteeg ✓
Anderson
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RECEIVED
JUL 14 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Michael J. Gentry
801 Standard Plaza
1100 SW 6th Avenue
Portland, Oregon 97204

Cathey V. Carnation Co.
File No. 8580-T/20220
N. Tigard Intrchg-S. Tigard Intrchg
Pacific Highway (I-5)
Multnomah County

Enclosed, as requested, is a copy of the 2 sections of photogrammetric map "Capitol Hwy-S. Tigard Interchange" compiled from July 1971 photography. This is at a scale of one inch equals fifty feet. Attached is our Chief Photogrammetrists' certification that these are true and correct copies of the original maps.

Since 1971 there have been two construction contracts in the area that have revised sections of the roadway from that which is shown on the maps. The South Tigard Interchange-East Portland Freeway contract (1973) started approximately 0.4 mile south of the Haines Road structure over I-5 and widened the freeway southerly to I-205. The West Marquam Interchange-North Tigard Interchange contract (June 1975) started approximately one third of a mile north of the Barbur Blvd. structure over I-5 and added a climbing lane northbound over the next summit and resurfaced the freeway to the West Marquam Interchange. The approximate contract limits have been penciled on the maps.

If you find it necessary to have someone testify that this map is representative of what exists on the ground today, I suggest you contact one of the firms listed in the Yellow pages under "Engineers' Photogrammetric" so that the map can be field reviewed, updated if necessary and in other ways prepared as an exhibit.

I hope this data will be of assistance.

J.H. Versteeg
Road Design Engineer
By

A.D. Olson

A.D. Olson
Preliminary Design Engineer

ADO:kg
Enclosure

TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
801 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 223-5181

ROBERT M. KERR
LAMAR TOOZE
L. GUY MARSHALL
ARDEN E. SHENKER
CHAS. R. HOLLOWAY, III
PAUL R. DUDEN
STEPHEN R. FRANK
WM. G. SHERIDAN, JR.
MICHAEL J. GENTRY
FARRAND M. LIVINGSTON
NEALE E. CREAMER
ELIZABETH A. TRAINOR
JAMES L. EMERSON

LAMAR TOOZE, SR.
1895-1971

June 29, 1982

1 Versteeg ✓
Anderson
Adams
2 Olson a.D.O.
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 30 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Mr. A. D. Olson
Preliminary Design Engineer
Oregon State Highway Division
218 Transportation Building
Salem, OR 97310

Dear Mr. Olson:

Re: Cathey v. Carnation Company
Our File 8580-T/20220

I would like to order a reproduction of northbound I-5 from the intersection with Highway 217 to approximately 0.1 miles north of the entrance of the Barbur Boulevard lanes onto northbound I-5. I think you mentioned to me that map would be 8-10 feet long, perhaps even longer. That is fine. I will be happy to send you a check for whatever the reproduction costs are, or if you wish us to pay in advance you could simply telephone my secretary, Donna, and give her the amount so that she could have a check sent direct to you. Thank you in advance for your assistance.

If this case is tried, I also will need someone to testify concerning the map and to indicate that the map is an accurate reproduction of the area of the highway involved and that although the map was prepared from information gathered in July, 1971, the shoulder portion of the area of I-5 with which I am concerned has not changed since that date. Would you be that individual, or should I use someone else. I would appreciate the name of the proper individual.

Very truly yours,

Mike Gentry

Michael J. Gentry

MJG:de

Copy to Jim Olsen 6/30/82

HIGHWAY DIVISION PLA

E. L. Hardt
Metro Region Engineer

August 27, 1982

Robert N. Bothman
Assistant State Highway Engineer

North Tigard-South Tigard Interchange
I-5

[illegible]

I have talked several times during the past two weeks with Frank Warren, Warren Pacific Corporation, relative to possibilities of funding with the redistribution of funds on the North Tigard-South Tigard project or perhaps the south unit.

I appraised him on August 25 that we had received $2.3 million and were not in a position to fund any of the North Tigard-South Tigard project.

I also discussed the news releases relative to the supplemental appropriations legislation, as well as the 1983 legislation which was in the news last week, again pointing out that there was no funding in either of those two actions for the North Tigard-South Tigard project.

Upon his further questioning, I indicated that the next opportunity to reconsider our priorities would be with the review of the Six-Year Program sometime next fall. I indicated that we were starting that process this fall but it would take about a year to prepare a new Six-Year Program for the Commission.

Frank Warren was appraised of the underruns on our projects and had some knowledge from someone that we were advancing some of our projects with the underruns (which is the case).

For your general information, the $2.3 million we received in the redistribution, together with anticipated underruns in the remaining contracts which we programmed with FY 1982 funds, should complete all of the 1982 projects in our Six-Year Program. We have also advanced several of our 1983 projects such as the South Banfield project into 1982. We are now in the process of balancing our Six-Year Program update for 1982 and later years against our current anticipated revenues.

RNB:lb

cc D. H. Moehring

9615

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

[illegible]

Subject: Billing of Property Owner Reimbursed Litigation Expenses
Ref: Ass't R/W Mgr's R. Henry ltr, 8/16/82

Date: August 20, 1982

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We are very pleased with the results of your review which confirmed that the one incorrect billing of reimbursed property owner litigation expenses was an isolated incident. We thank you for your efforts in carrying out this review.

for John A Wickman
Dale E. Wilken

NOTED
E. S. HUNTER

cc:
OSHD (J. B. Boyd, R/W)
OSHD (D. Swan, Proj Mgt)

RECEIVED
STATE HWY ENGR
AUG 23 '82
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

RECEIVED
TECHNICAL SERVICES
AUG 24 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

August 16, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Rod Henry

FROM: Rod Henry, Assistant
Right of Way

SUBJECT: Oregon Project I-5-5(70)
Capital Highway - South Tigard
Interchange
File 50206
RE: HRW-OR/411

In your letter of July 6, you advised us that a review of our records indicated that $8,038 of reimbursed property owner litigation expenses had been improperly billed for Federal-aid reimbursement. You also asked that we review our files to ensure that there were no other errors in reimbursed property owner litigation expenses.

We have reviewed all our condemnation cases that occurred between July 1, 1979 and June 30, 1982. There were 23 trials during this period. Following is a list of file number included in our review.

49929 42271 49577 49313 49692 40514 49361 49656
49776 49769 49685 50070 49768 49473 49855 49893
49894 50196 50866 50867 49516 50712 47882

Our records indicate that all reimbursed property owner litigation expenses were properly coded as a non-participating Federal-aid cost.

The incorrect charge on File 50206 has been properly coded as non-participating. A copy of the transfer is attached for your information.

RH:jr
Attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECT R CREW: Program Management

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 8-16-82

DATE OF ORIGINAL TRANSACTION: 7-14-81

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDIC REW NO): Comm. Voucher #16 FY 81/82

VENDOR'S NAME: Mult. Co. Circuit Court Div.

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO
	626-2555	426		53	N1	8,038	00	626-2555	426		53	P1	8,038	00	
					TOTAL	8,038	00					TOTAL	8,038	00	

EASON FOR THIS REQUEST

To transfer property owner litigation expense from 'P' to 'N' per FHWA memo of 7-6-82

Project No I-5-5(70) 293

PREPARED BY

APPROVED

Clifford S. Lauf

9615

HIGHWAY DIVISION PRO

D. H. Moehring
Program Management Engineer

August 12, 1982

Robert N. Bothman
Assistant State Highway Engineer

Six-Year Program
North Tigard Interchange-South Tigard Interchange

In the original and latest update of the Six-Year Program, we are showing the North Tigard Interchange-South Tigard Interchange as one project in 1987 at a cost of $18.3 million.

I would like to break that project into two units--Unit 1 and Unit 2. This breakdown should be as requested by the region during the development of the Six-Year Program. There are updated actual cost estimates of the two units since the request to break the project into two units a year ago.

Both Unit 1 and Unit 2 should show in 1987 but designated as two jobs with the two different costs. They should also be carried in the same letting contract quarter.

The purpose of establishing the two units is to be prepared to move forward with the first unit if an amount of money comes available less than the $18.3 million required by the entire project in the redistribution of funds as well as other potential new funds.

RNB:lb

9615

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 12, 1982

Frank M. Warren, Jr.
General Contractor
Warren Pacific Corporation
2310 North Kerby Street
Portland, OR 97227

You can be assured that we are anxious to do anything within reason to improve the state's economic situation, and this includes improvements to the highway system.

The North Tigard-South Tigard Section of Interstate 5 is included in the Department of Transportation's Six-Year Highway Improvement Program.

The shortage of funds, both state and federal, keeps it from going to contract, I am informed, but if the funds do become available, the Department is ready to move on the project.

Sincerely,

Victor Atiyeh
Governor

VA:bb

cc: H. S. Coulter ✓
L. W. Rulien

Cy George Bell
8-17-82

RECEIVED
STATE HWY ENGR
AUG 17 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1982

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

IN REPLY REFER TO
FILE NO. CON 21

Frank M. Warren, Jr.
General Contractor
Warren Pacific Corporation
2310 North Kerby Street
Portland, OR 97227

Way W. Lee
Wayside Motor Inn

Commissioner Yturri called and asked that I respond to your letter concerning the North Tigard-South Tigard Section of Interstate 5.

We agree with you that the project is important and should be done. Unfortunately, the Interstate Highway funding situation is such that we are not able to do it all as soon as we would like. We felt it necessary to give a priority to completion of Interstate 205 in order to open the section to traffic and capture the benefits of a considerable investment.

We have submitted the North Tigard-South Tigard project to the Federal Government as one of many important projects to be undertaken if additional funds are available this summer. At this writing, due to the large volume of requests from the states and the rather low amount of money available for redistribution, we are not very optimistic.

Please be assured that we recognize the importance of this improvement and will continue to seek ways to fund it.

LWRulien

L. W. Rulien
Assistant Director
for Administration

dn
cc: Governor Victor Atiyeh
Commissioner Anthony Yturri
Scott Coulter
Ed Hardt

Geo - pls draft something for governor response - Tony got the same letter and this is copy of his response

Larry

Warren Pacific Corporation

RECEIVED
AUG 0 2 1982
Governor's Office

July 30, 1982

PLEASE RETURN
ORIGINAL LETTER

07085

Please prepare a response
for the Governor's signature
by 8-12-82
Thank you.

Governor Victor Atiyeh
State of Oregon
Capital Building
Salem, Oregon 97310

Gentlemen:

We are writing in support of immediate construction of the South Tigard Interchange at Pacific Highway and Interstate 5. As a direct result of completion of this work, additional private investment capital of $10 million would be committed to commence an office complex and a motel-convention center addition. This would add approximately 100 jobs to the area during construction and result in nearly 50 permanent jobs upon completion. Also, as we are sure you are aware, the existing interchange is one of the most dangerous in the state of Oregon. Unfortunately, these facts were not brought to the attention of the commission at the public hearing last October and, as a result, this project slipped from FY 1984 to FY 1987 on your priority list.

We understand that in the summer of each year unused funds from the Federal Highway Program are redistributed among states that can utilize them quickly. In addition, we note that many recent low bids must be generating substantial savings of state and federal monies which could be made available for construction of this project. The state's estimate for this project is approximately $6 million. Mr. Bob Bothman, Regional Area Administrator, indicated last spring that this project was the only one he know of that was completely designed and "ready to go".

The enclosed area map shows the location of these planned developments as well as the new road connecting S.W. 68th with S.W. 69th Avenue. Along with the construction of the safer interchange, these improvements will be the springboard for additional development in this area.

continued....

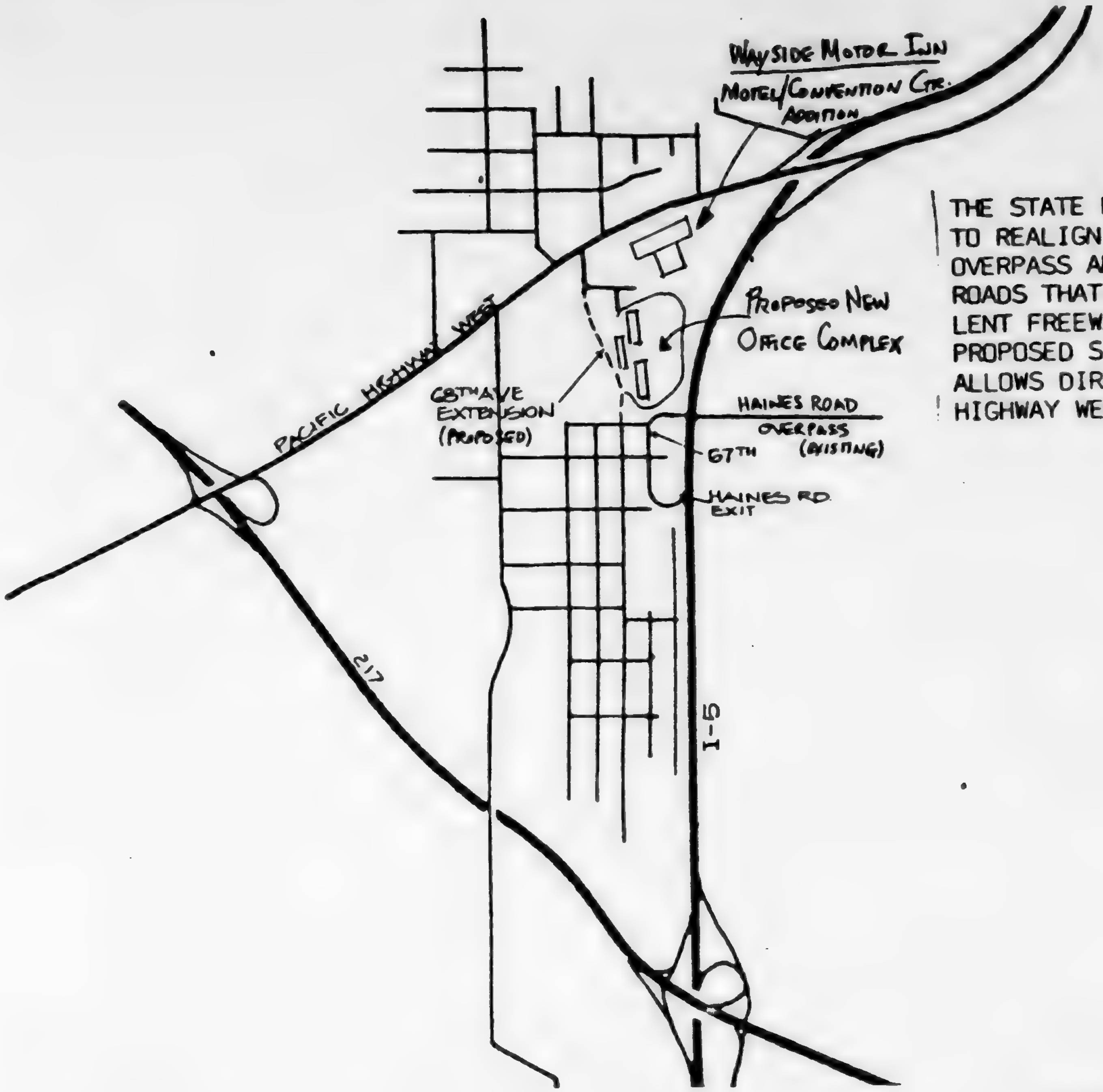
We urge your careful consideration of this project on the basis of the significant economic impact that it will have on this area in our struggling economy. Our group of interested citizens/landowners would be pleased to provide more details to you or members of your staff.

Cordially,

Frank M. Warren, Jr.
Warren Pacific Corporation

Way W. Lee
Wayside Motor Inn

Enclosures


WAYSIDE MOTOR INN
MOTEL/CONVENTION CTR. ADDITION
PROPOSED NEW OFFICE COMPLEX
68TH AVE EXTENSION (PROPOSED)
HAINES ROAD OVERPASS (EXISTING)
67TH
HAINES RD. EXIT
PACIFIC HIGHWAY WEST
217
I-5

THE STATE HIGHWAY DEPARTMENT INTENDS TO REALIGN THE EXISTING HAINES ROAD OVERPASS AND ADD EXIT AND EGRESS ROADS THAT WILL GIVE THE SITE EXCELLENT FREEWAY ACCESS. AS WELL, THE PROPOSED S.W. 68TH AVENUE EXTENSION ALLOWS DIRECT ACCESS TO THE PACIFIC HIGHWAY WEST.

WARREN PACIFIC CORPORATION
TIGARD AREA DEVELOPMENT PLAN
JULY 20, 1982

..36-15

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: 1983 Interstate Cost Estimate FAI-5
1) South Tigard-North Tigard Section
2) Delta Park and Union/West Marine Interchange

Date: July 28, 1982

Reply to Attn of: HPD-OR/734.42

From: Division Administrator

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

In response to the information furnished with your July 15 and July 26, 1982 letters, the following determinations apply.

[illegible]

1) South Tigard - North Tigard Section

Reconstruction to provide 6 lanes through the North Tigard Interchange is supported on the basis of traffic capacity. This work was included in the 1981 Interstate Cost Estimate. The 6 lanes are approved for 1983 Estimate.

2) Delta Park and Union/West Marine Interchange

Added construction to provide 6 lanes continuity from the Delta Park Interchange to the north is supported on the basis of traffic capacity. This work and a northbound collector road were included in the 1981 Estimate. The 6 lanes are approved for the 1983 Estimate. The collector road is not supported on the basis of traffic capacity and is not approved for the 1983 Estimate.

for Valach
Dale E. Wilken

cc:
OSHD (Wm Tebeau, Proj Mgt)
OSHD (Wm Cranford, Proj Mgr)

RECEIVED
STATE HWY ENGR
JUL 30 '82
REFER TO
cc Shutts - Patton
FOR
Info ☒ | Inves | R/D | D R | Sign | Act | File

PLA

DATE: July 15, 1982

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: 1983 Interstate Cost Estimate
South Tigard-North Tigard Section
FAI-5

Attached is a report, "Portland: A Review of the Capacity of I-5 at the North Tigard Interchange," covering the analysis of the North Tigard Interchange segment of the South Tigard-North Tigard Section of FAI-5.

As you know, a question was raised as to whether or not the North Tigard Interchange segment is eligible for inclusion in the 1983 Interstate Cost Estimate. It is our understanding that the 1983 Interstate Cost Estimate guidelines for eligibility in the estimate will not allow any improvements or upgrading for safety reasons but will allow such if there are capacity constraints on the existing facility. Apparently, the improvement proposed was deemed to be valid only for safety reasons.

The report which is self-explanatory provides evidence of capacity constraints which are intended to be alleviated by the improvement proposed. Based upon our analysis, we believe that the North Tigard Interchange segment is eligible for inclusion in the 1983 ICE. It is hoped that you will concur with the report and allow inclusion of this segment in the 1983 ICE.

We are looking forward to hearing from you soon.

Attachment

WHT:at st
bc R. E. Royer
William L. Cranford
W. H. Tebeau

These 4 copies:
3 for FHWA
1 for Scott's file (Gen. files) when he writes cover letter & attaches the 3 copies.
These 4 have superior Maps 1, as compared to others.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Program Management Section
Planning Consultant Engineer

PORTLAND: A REVIEW OF THE CAPACITY OF I-5 AT THE NORTH TIGARD INTERCHANGE

Summary and Conclusions

Reconstruction of the North Tigard (Barbur Boulevard) Interchange and the I-5 Freeway section seem fully justified under current law and regulations. The section is an incorporated section listed for construction in the 1981 Interstate Cost Estimate. It should continue to be listed in the 1983 Estimate for construction with FAI Construction funds. The analysis to follow shows that the freeway main line justifies six lanes, based on capacity needs for the appropriate design year. The needs will remain critical even with the completion of I-205.

Background

Original construction of the North Tigard Interchange and main line freeway began in 1952 and 1953. This work was financed with State funds. Grading and the major structures were built at this time. The first major Interstate financing began with a contract in February 1958, which added to the main line and the interchange to standards very much like they are today.

The existing four lane I-5 section creates a bottleneck between two upgarded six lane sections. Good engineering practice would not allow constructing six lanes on both ends of the interchange and then have a lane-drop occur through the interchange. On the basis of continuity reconstruction of the main line to six through lanes seems warranted.

Three preliminary designs have been developed by the State. The 1971 design flattened the 6 degree main line curve to 4 degrees and provided three through lanes in each direction. Although this preliminary design was FHWA approved, it required extensive detours which have been corrected by the latest (1979) design.

An interim (1976) downscoped design attempted to provide six lanes using the existing structures. Although, this design was also FHWA approved, the disadvantages of this substandard design have caused abandonment of the concept.

The 1979 redesign corrected the detour problems and addressed noise abatement as required by Federal regulations. The design was FHWA approved in January 1980. PS&E are complete, right-of-way has been purchased and the project has been ready to go to contract since September 1981. The project is listed in the 1981 Estimate of the Cost of Completing the National System of Interstate and Defense Highway in the State of Oregon.

Map 1 is a copy of the Corridor and Design hearing Map. Subsequent to the hearing, the limits of the project changed slightly, as did minor design features. However, Map 1 is a reasonably accurate portrayal of the proposed project.

At an informal May 17, 1982, meeting between FHWA and State Highway engineers, the question was raised as to whether or not adding two lanes to the present four lane section through the North Tigard Interchange (requiring a new Barbur Boulevard structure) was eligible to be included in the 1983 Estimate for financing with Interstate Construction fund money. Apparently, the issue was raised because the State had earlier justified this part of the project by reason of safety. The 1981 Highway Act removes safety as the main reason for project approval.

Safety is always an important consideration when evaluating any project. At the time the project was originally approved, safety was an acceptable reason for approval. However, the State could have shown other reasons why the project could have been appproved.

This report examines the main line capacity of the interchange and concludes that reconstruction can be justified based on capacity deficiencies. Accordingly, the project should remain eligible to be included in the 1983 Interstate Cost Estimate.

Design Year and Traffic Volumes Used for Analysis

According to Pages 1-9 and III-1 of the Instruction Manual on preparing the 1983 Estimate, the proper design year is 1978. This year is 20 years later than the first major FAI construction on the incorporated section.

The analysis could have been based on early 20 year traffic forecasts. However, this would not be entirely satisfactory because the assumptions used in the early forecasts are not valid for application in this case. The reasons are given below.

For many years the adopted transportation plans for the Portland area have been based on an extensive freeway and expressway system. The 1955 State Highway Commission report, Freeway and Expressway System, Portland Metropolitan Area proposed 14 different freeways and 14 expressways. Until recently, traffic forecasts for the area assumed an extensive freeway-expressway system. Several of these proposed projects directly affected the traffic forecasts for I-5 and the North Tigard Interchange. Of the 28 major projects proposed in the 1955 report, nine or ten were constructed or partially constructed in one form or another. The remainder were not constructed and are not likely to be constructed. This is because in the late 1970's the emphasis shifted away from freeway construction and moved towards transit. The draft transportation plan now being reviewed in the area is a sharp departure from previous freeway oriented plans. This draft plan is the first major plan update since the early 1970's.

The failure to construct other complementary or competing high grade facilities has caused a concentration of development in the I-5 corridor. As a result, traffic volumes increased faster than was earlier anticipated.

With the passage of time and changes in personnel, it is almost impossible to accurately determine what assumptions went into the early forecasts. For these reasons it seems best to use design year (1978) traffic counts as the basis for analysis. The analysis for this report used 1978 traffic, along with recent computer model forecasts to reveal the impact of I-205 on I-5 and the North Tigard Interchange.

Criteria and Assumptions

The Instruction Manual on Page III-7 directs that the AASHTO publication A Policy on Design of Urban Highways and Arterial Streets, Chapter G, be used to determine justification for the number of freeway lanes. This AASHTO publication makes repeated reference to the Highway Capacity Manual, (HCM) 1965, Highway Research Board Special Report 87. Both books were used (as appropriate) for the analysis to follow, with the AASHTO book being the primary technical source.

The following criteria and assumptions were used.

1. The interchange is classified and operates as an Urban-Suburban Freeway.
2. The percentage of trucks in the AM peak hour is 6.7 percent. In the PM peak hour there are 6.5 percent trucks. These data are from a manual count in November, 1978 on I-5 at Nyberg Road, close to the project under study.
3. The Peak Hour Factor is 0.83. This figure is suitable for the area under study, which is on the fringes of the central city and another much smaller city. While the population of the metro area is near one million, the central city population is about 370,000. Chapter G, Page 307 shows that a peak factor of either 0.77 or 0.83 would be appropriate. The higher figure was used to be conservative.
4. An up hill grade for the northbound lanes begins about a mile south of the end of the project. The grade varies from flat to 5.2 percent for about 2.7 miles, as noted (approximately) on Map 1.

   The Highway Capacity Manual (HCM), Table 10.4, Page 288 indicates that a passenger car equivalent for trucks of between 11 and 15 would be appropriate for the northbound lanes. Therefore, 13 was used. For the southbound lanes, the passenger car equivalent of two was used.

5. Using the above passenger car equivalents a truck correction factor of 0.56 for the northbound lanes seems reasonable. Table 10.6, Page 290 Highway Capacity Manual is the reference. For southbound lanes, the truck correction factor is 0.935.

6. The 30th highest hour traffic volume is usually used as the design hour volume. In Portland, analysis of many traffic counts confirm that the average peak hour traffic and the 30th highest hour volume are essentially one and the same. Therefore, in the analysis the average peak hour volume will be used as the design hour volume.

Capacity Reduction Due to Merging and Weaving

The Haines Road Interchange is just south of the North Tigard Interchange. The Haines Road Interchange has been FHWA approved for reconstruction with FAI Construction funds.

This project will bring three through northbound lanes and a lengthened Haines Road accel lane very close to the northbound off-ramp for the North Tigard Interchange. In essence, four lanes of traffic will be merging into two to continue northbound, while other vehicles are trying to merge right to get off at Barbur Boulevard.

Even if safety is not considered, it is certain that the capacity of the two I-5 northbound lanes under Barbur Boulevard will suffer from the merging and weaving that must occur.

The Impact of I-205

I-205 is currently under construction in Portland. This freeway is one of the projects constructed as the result of freeway system planning dating from the 1950's. Although, other planned but not constructed freeway projects would have had a greater impact on I-5 traffic and the North Tigard Interchange than I-205, there is still some impact by I-205.

The I-205 route connects between two points on I-5. The I-205 route is 37.39 miles as compared to 27.88 miles via I-5. As shown by a computer modeling process, both internal trips and through trips are affected by selection of route. However, the I-205 route is not expected to be highly competitive, and divert much I-5 traffic in the near future. Only when I-5 reaches saturation or has significant capacity problems can substantial diversion take place.

For the analysis to follow the amount of traffic assigned to I-5 was compatible with the transportation modeling effort conducted by the Metropolitan Service District, the MPO for the transportation planning process. The analysis will be made with the assumption that I-205 was functional in 1978 which, of course, it was not. However, I-205 is a part of the planned transportation system and must be taken into account.

Lane Justification

The procedure for lane justification is given on Page III-7 of the Instruction Manual. The given procedures were followed in the analysis.

The analysis will be with I-205 and for the traffic on the northbound and southbound two lane I-5 sections, between the off and on ramps at the North Tigard Interchange. Volumes are lower at this location than at locations outside the ramp connections to the main line. Therefore, lane justification at this location is the "worst case" condition; justification would be greater at other locations. Map 2 shows 1978 interchange volumes with I-205.

The freeway main line has a design speed of 50 mph at this location, due to the six degree horizontal curve. The speed limit is 55 mph, but the curve is signed at 50 mph. It is difficult to drive this section much faster.

Table G-10, Page 313, Design Capacities for Freeways, 1973 AASHTO manual, lists 1330 vehicles per hour per lane for a peak hour factor of 0.83, Level of Service (LOS) D, and a speed of 60 mph. For 50 mph, 750 vehicles per hour per lane is shown. The most reasonable value probably lies somewhere between. However, to keep the analysis conservative the 60 mph value was used.

Thus the calculations for the northbound lanes are:

1330 X 0.56 (truck factor) = 745 vehicles per lane per hour; service volume at LOS D.

For lanes justified, the Instruction Manual states that N+1 should be used for analysis at LOS D. The calcuations are:

2230 ÷ 745 = 3.0 = N   N+1 = 4 lanes justified with I-205.

The analysis for the southbound lanes is similar except that the down-hill grade results in a higher service volume.

The calculations are:

1330 X 0.935 = 1244 vehicles per hour per lane at LOS D.

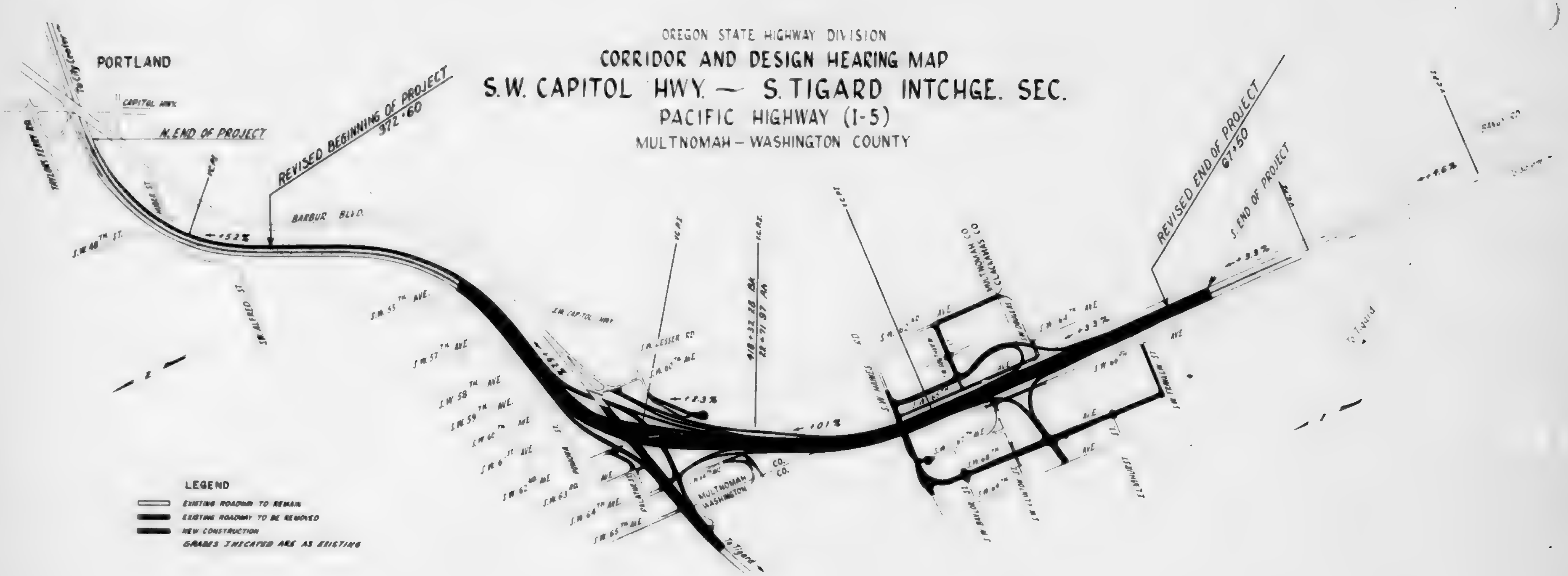
2590 ÷ 1244 = 2.1 = N   N+1 = 3 lanes justified with I-205.

If the foregoing technical analysis can be accepted the project should be approved on the basis of capacity. The project should continue to be listed in the 1983 Cost Estimate and be eligible for Federal Interstate Construction funding.

William L. Cranford

July 8, 1982

MAP 1


PORTLAND
To City Center
CAPITOL HWY.
TAYLORS FERRY RD
N. END OF PROJECT
REVISED BEGINNING OF PROJECT
372+60
NOBLE ST
P.C.P.I.
BARBUR BLVD.
← +5.2%
S.W. 48TH ST.
S.W. ALFRED ST
S.W. 55TH AVE.
S.W. 57TH AVE
S.W. 58TH AVE
S.W. 59TH AVE.
S.W. 60TH AVE
S.W. 61ST AVE
S.W. 62ND AVE
S.W. 63RD AVE
S.W. 64TH AVE
S.W. 65TH AVE
POMONA ST.
PALATINE ST.
S.W. CAPITOL HWY
← +6.2%
V.C.P.I.
S.W. LESSER RD
S.W. 60TH AVE
← +2.3%
V.C.P.I.
418+32.28 BA
22+71.97 AA
← +0.1%
MULTNOMAH
WASHINGTON
CO.
CO.
To Tigard
V.C.P.I.
S.W. HAINES RD
MULTNOMAH CO
CLACKAMAS CO
S.W. DOUGLAS
S.W. 66TH AVE
← +3.3%
S.W. 65TH
S.W. 68TH AVE
S.W. 69TH
S.W. BAYLOR ST.
S.W. CLINTON ST.
ELMHURST
S.W. FRANKLIN ST
AVE
REVISED END OF PROJECT
67+50
S. END OF PROJECT
← +3.3%
To Tigard
← +4.6%
V.C.P.I.
LEGEND
EXISTING ROADWAY TO REMAIN
EXISTING ROADWAY TO BE REMOVED
NEW CONSTRUCTION
GRADES INDICATED ARE AS EXISTING

OREGON STATE HIGHWAY DIVISION

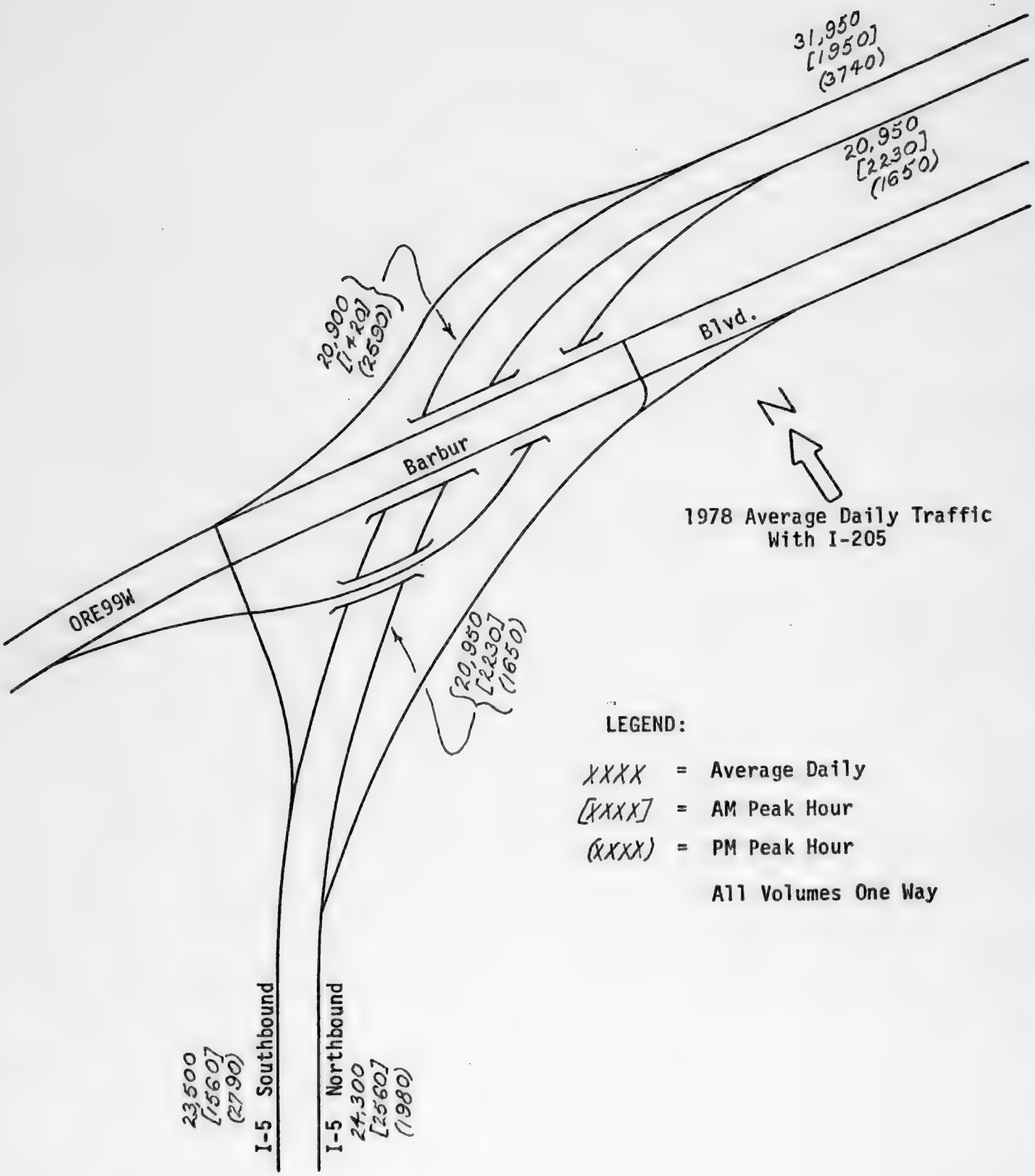
CORRIDOR AND DESIGN HEARING MAP

S.W. CAPITOL HWY. — S. TIGARD INTCHGE. SEC.

PACIFIC HIGHWAY (I-5)

MULTNOMAH – WASHINGTON COUNTY

MAP 2


31,950
[1950]
(3740)
20,950
[2230]
(1650)
20,900
[1420]
(2590)
Blvd.
Barbur
ORE99W
N
20,950
[2230]
(1650)
I-5 Southbound
23500
[1560]
(2790)
I-5 Northbound
24,300
[2560]
(1980)

1978 Average Daily Traffic
With I-205

LEGEND:

XXXX = Average Daily
[XXXX] = AM Peak Hour
(XXXX) = PM Peak Hour

All Volumes One Way

9615

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project I-5-5(70) Capital Highway - South Tigard Interchange (File: 50206)	Date	July 6, 1982
From:	Division Administrator	Reply to Attn. of:	HRW-OR/411
To:	Mr. H. Scott Coulter, State Highway Engineer Oregon State Highway Division		NOTED H. S. COULTER

A recent review of your records indicated that $8,000.38 of reimbursed property owner litigation expenses had been improperly billed for Federal-aid reimbursement. A review of one other file involving property owner reimbursed litigation cost disclosed the cost had been properly charged as a non-participating Federal-aid cost. Consequently, the incorrect billing on the subject file may have been an isolated incidence.

Since there is a relatively small number of files involved, please review your records to determine if there have been other incorrect billings for Federal-aid reimbursement of property owner reimbursed litigation costs during the past three years. Upon completion of your review, please provide this office with a summary of your findings along with a copy of the corrected billing on the subject file and any others resulting from your review.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD(J. B. Boyd, R/W)
OSHD(D. Swan, Proj Mgt)

RECEIVED
STATE HWY ENGR

JUL 8 '82

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy

RECEIVED
TECHNICAL SERVICES

JUL 9 '82

REFER TO
Boyd

OR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

9615

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-12-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(70)293

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Clackamas
Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90086

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Capitol Highway - South Tigard Interchange

11. GENERAL DESCRIPTION OF WORK

Last Resort Housing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Last Resort Housing

13. REMARKS

As requested in Mr. Swan's letter of 5/11/82 I approve the last resort housing plan dated 4/29/82 for File #51590. You are authorized to proceed with the plan for File #51590 at a TEC of $6,120 Federal Funds $5,644.

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
5-17-

14. DATE 5/12/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 11, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. I-5-5(70)293
Capital Hwy.-S. Tigard Interchange Section
Right-of-Way
Clackamas, Multnomah & Washington Counties

I request authorization to proceed with last resort housing on File 51590 as indicated in the enclosed copy of Douglas J. Luth's memo of May 6, 1982 on the subject project.

Authorization to proceed as requested will not require an increase in total cost or Federal funds for the project at this time.

CL:bkc
Enc.

cc: D. Luth
F. Lowe
General Files

April 16, 1982

MET

Jim Corliss, General Manager
Landmark Ford
12000 Southwest 66th Avenue
Tigard, OR 97223

The Haines Road interchange on I-5, near your facility is a part of the North Tigard-South Tigard project, currently, in the Division's Six-Year Program scheduled for construction in fiscal year 1987. This would mean it would be possible to contract the project in July 1986.

Because of priorities and shrinking revenues, it was necessary for the Oregon Transportation Commission to delay this project in the Six-Year Highway Improvement Program, approved by them in January of this year.

The Division has taken steps however, to accelerate the project. We have now divided the project into two phases, the first phase being the Haines Road interchange and that section of I-5, south of the interchange. The second phase is the 99W interchange. By breaking the project into two sections, we will attempt to seek additional funding which often becomes available at the end of each year. We have prioritized the Haines Road interchange as the first priority.

I suggest you keep in contact with Ed Hardt, our Metropolitan Region Engineer in Milwaukie, relative to the availability of funds in August of this year. His phone number is 653-3090.

R. N. Bothman, Assistant State
  Highway Engineer for Administration

RNB:lb

cc H. S. Coulter
   E. L. Hardt

Landmark Ford

"SATISFACTION IS OUR MAIN CONCERN"

PHONE (503) 639-1131 / 12000 S. W. 66th AVE.
TIGARD, OREGON 97223

April 12, 1982

H. S. Coulter
State Highway Engineer
Room 140, State Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Coulter,

I am inquiring about the status of the I-5 at Haines Road interchange progress.

As nearest major commercial business to the interchange, I have a vested interest in completion.

My last understanding was that the project was delayed one year, but that time frame has now passed. I would appreciate information on its status, and if there is a long delay, information as to courses of action to expedite the project.

Very truly yours,

LANDMARK FORD, INC.

Jim Corliss
Jim Corliss
General Manager

JC/bjc

RECEIVED
STATE HWY ENGR

APR 13 '82

REFER TO
[illegible]

FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

- .9615.

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: March 22, 1982

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: N. Tigard - S. Tigard Interchange Section
I-5

NOTED
E. S. HUNTER

The cost estimate for structures, signals, grading and paving have been updated and a current estimate is $17,800,000. It will take ten weeks to complete the project to the PS&E stage and we plan an additional six weeks for advertising.

JHV:rw

NOTED
E. S. HUNTER

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 23 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Hal!
Why 10 weeks?

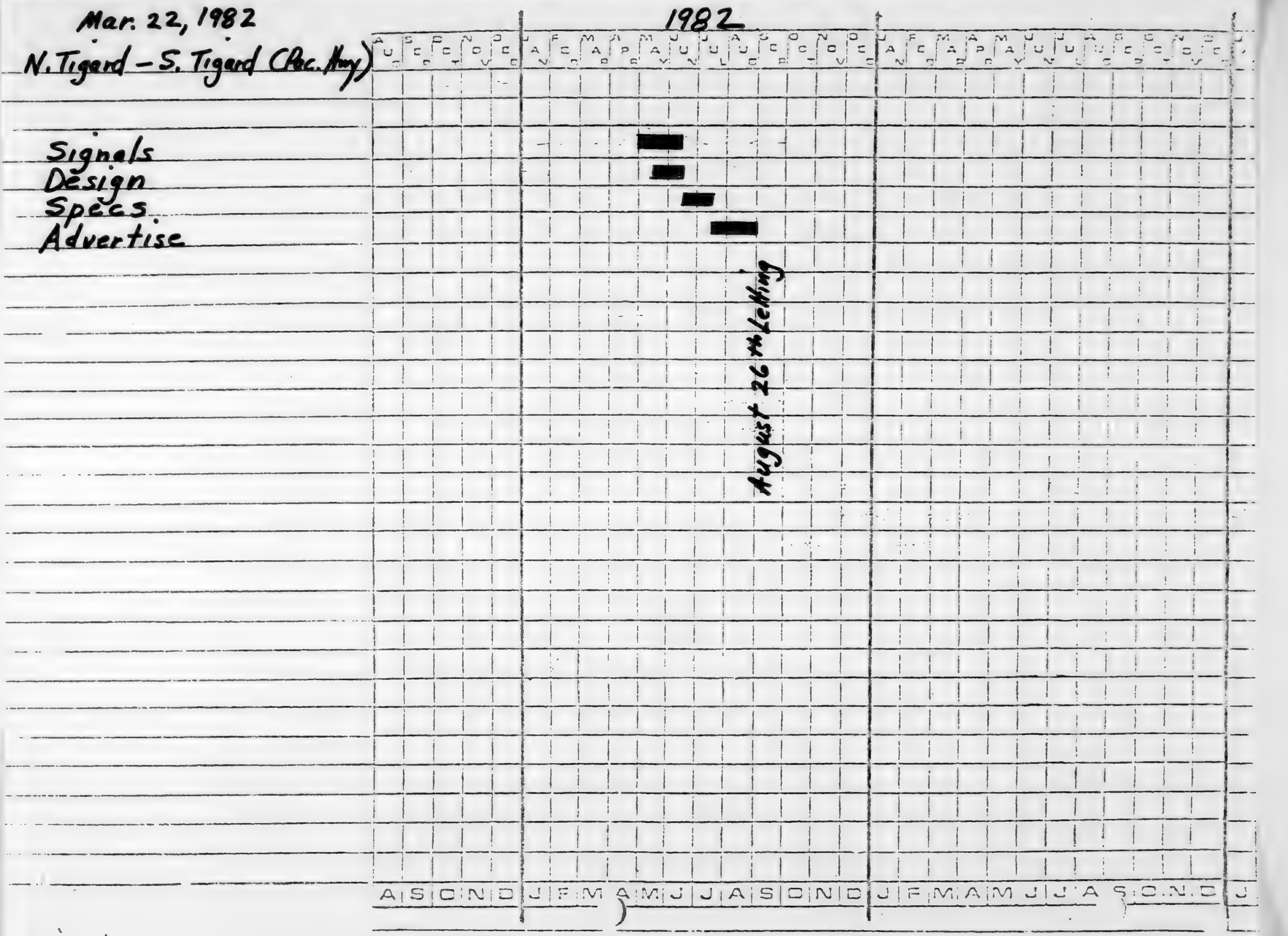
6 weeks signal Design
4 weeks specification
10

RECEIVED
TECHNICAL SERVICES
MAR 22 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Adj	File

Mar. 22, 1982

N. Tigard – S. Tigard (Pac. Hwy)



Section [illegible] Programming Estimate $ 18,4[illegible],000
Highway Pacific / / Proj Length 1.71 miles
County Mult., Wash. & Clackamas Completion Time 800 cal. days
Kind of Work [illegible] Est. Comp. Date 9-3-84
Prefix 134-1934 A Letting Date 9-3-81 Project No. I-5-5(73) 293

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt. A	Alt B	Alt C
Estimated Contract Amount		16,222,513 $	16,201,813	16,237,8
Anticipated Additional Items:				
Royalty Payment				
Permit Fees				
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing				
Permanent Pavement Striping	3000			
Temporary Pavement Striping	3,900			
Remove Pavement Striping (Exist. & Temp.)				
Temporary Erosion Control	10,000			
State Furnished				
Roadside Seeding & Mulching				
Asphalt Cement Adjustment	160,000			
On the Job Trainees (15)	12000			
State Responsibility for Damages	3500			
Signal Controller Testing (Engineering)	1,330			
~~Bikeway Signs~~ Signal Program & [illegible]	1,800			
Furnish Mailbox Posts				
Adjust Utilities:				
Portland Bureau of Water Works	3000			
City of Portland (Sewer)	15,000			
		$ 213,530		
		15,871,039	15,850,359	15,886,33
Subtotal		16,431,943 $	16,415,393	16,451,34
Contingencies (4-1/2%)		714,196^{76} ~~739,621~~^{94}	713,267^{57} ~~738,612~~^{69}	714,885 740,310
Engineering (8, 9, 10%)		1,269,683^{12} 1,314,883^{44}	1,268,031^{12} 1,313,231^{44}	1,270,407 1,316,107
Subtotal		18,490,549^{33} 17,854,113	18,467,317^{13} 17,831,[illegible]	18,507,76 17,877,131
Credit for [illegible]		5450	5450	5450
Estimated Net Authorization, Construction		18,485,098^{36} $ 17,841,463^{88}	18,461,867^{13} 17,826,237^{63}	18,502,31 17,866,681

APPROVED

↑
Use

Road Design Engineer

Rev. 5/79

9-15

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8226
Date: March 15, 1982

File No: 634-1934

TO: E. S. HUNTER
Ass't State Highway Engineer

FROM: ROBERT N. BOTHMAN
Ass't State Highway Engineer

SUBJECT: N. Tigard/S. Tigard Interchange
Pacific Highway (I-5)
Multnomah and Washington Counties

OE RE RME
TE RECEIVED RGM
UE RSC
SO REGION I RBI
TO

NOTED
E. S. HUNTER

Due to the high cost of this project reflected in our current six year program for FY 1987 estimated at $18.3 million, I recommend the project be split into smaller construction units. Don Adams evaluated this some time ago working with Ed Hardt recommending proposal A, discussed in his attached memo.

I concur in their findings and recommend we proceed with preparing construction plans for the Haines Road Interchange portion for Unit 1 construction. This would leave the existing four-lane section on the freeway to be paved with concrete under a future contract. This interchange unit would be an excellent shelf job estimated at $5.7 million.

The remaining portion of the project could be let as one contract, or split into two units, depending upon the availability of future funding.

RNB:JDM:po

MAR 18 1982

Attachments
cc: Ed Hardt
Jim McClure
Ted Spence

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: November 19, 1981

File No: 634-1934

TO: BOB BOTHMAN
Administrator

FROM: DON ADAMS
Project Development Manager

SUBJECT: North Tigard/South Tigard Staging Recommendations

There are four possible stages considered for construction of North Tigard/South Tigard shown on the attached tabulation. Proposal A takes three stages, reduces the annual requirement for financing and starts with reconstruction of the Haines interchange. Proposal B is done in two stages and provides reconstruction of the Haines Interchange and placement of three lanes northbound and a climbing lane in the first stage. Proposal C rebuilds the North Tigard interchange in the first stage plus paving six lanes through the interchange to reduce maintenance and operation problems southbound. Proposal D builds all the structures first.

Of the four proposals, A and D have the more logical break in the construction work, specifically, the mainline concrete paving is concentrated under one project. Proposal A provides some early initial benefit in that the Haines Road interchange would be rebuilt and functioning as opposed to the initial phase of proposal D.

Proposal A has some problems in that it strings out the funding over three program years so that the final result takes longer to achieve, however, the other three alternatives require a large outlay of funds for one of the stages and, for that reason, becomes more difficult to fit into the interstate funding program until the late 80's.

Frankly, I like proposal A the best. It provides some relief for congestion in that an improved Haines Road interchange should operate more freely upon cmpletion of the first stage. It stages the work out more logically and it spreads the funding out for easier programming. I think this is the more achievable of the four proposals and costs less than proposals B and C.

The cost estimate for this construction is properly ranged at $25 - $26 million. The Six Year Program estimate of $18 million is an old estimate based, most probably, on the proposals that did not require reconstruction of the Barbur and A-line structures. With those structures rebuilt, the cost was $21 million in January 1980 estimated by Ollie Sacre. The current cost estimate is the 1980 estimate escalated to 1981. I consider this latest estimate more accurate than the Six Year Program estimate.

For further background, I am attaching Ken Limbocker's memo of October 7 discussing proposal B, C, and D, and Limbocker's letters to me dated August 18, 1981 and April 9, 1981.

cc: Jim McClure
Ken Limbocker

Attachments

po

	STAGING OF FINANCING A	NORTHBOUND CONGESTION B	SOUTHBOUND MAINTENANCE C	ALL STRUCTURE FIRST D
①	Rebuild Haines Interchange leaving 4 lanes $5.7 million	Rebuild Haines Interchange, truck climbing lanes, Barbur structure, A line structure, have 3 lane n/b and 2 lanes s/b. $16.5 million	Rebuild N. Tigard Interchange and extend six lanes to south. Include a truck lane for this interchange. $17.1 million.	Build all structures, Haines, Barbur, A-line. $7.4 million
~~2.~~ ②	Rebuild N. Tigard Interchange and add truck climbing lane. $9.8 mil.	Rebuild N. Tigard Intch. and add 3rd lane s/b. $9.8 mil.	Rebuild Haines Rd. Intch. and close up concrete 6 lane paving. $8.6 million	Grade, pave, etc., remainder of project. Complete 6 lanes $18 million
~~3~~	Build permanent concrete 6 lanes through section. $9.8 million Comb.			
Total Cost	$25.4 million	$26.3 million	$25.8 million	$25.4 million

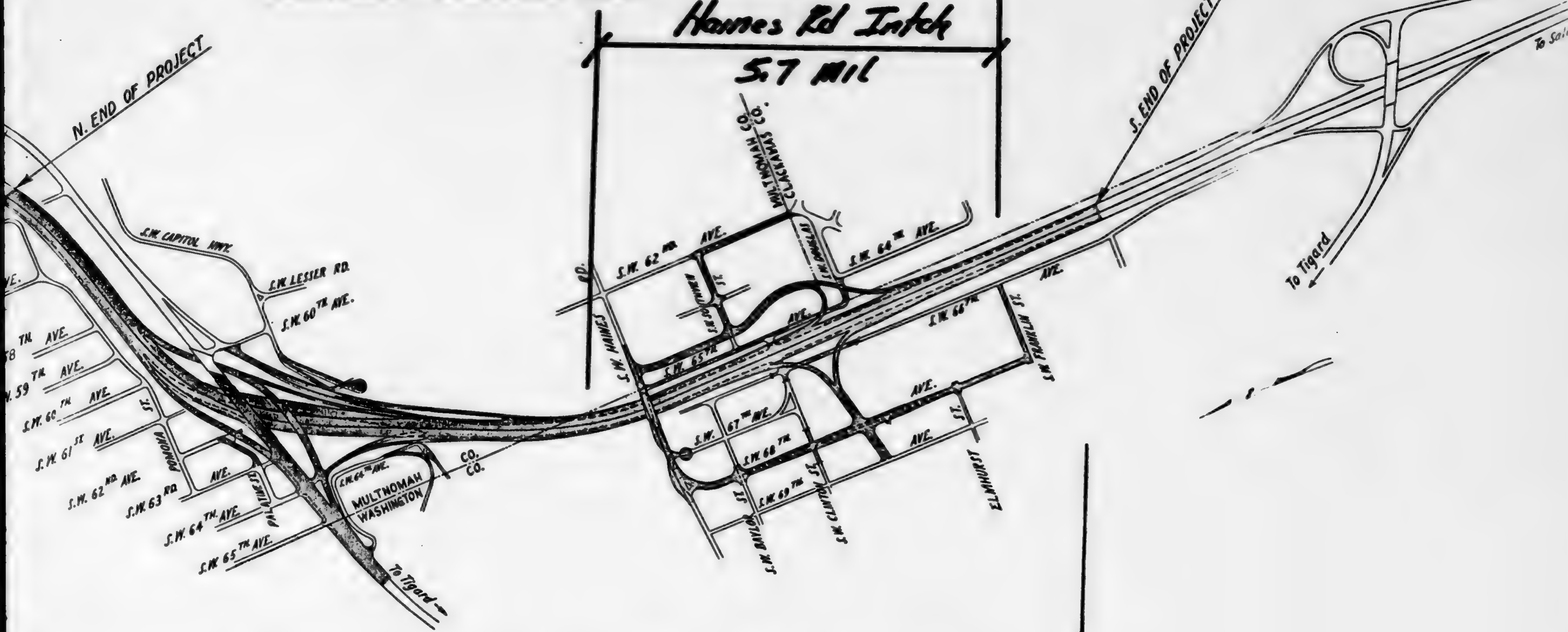
OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

N. TIGARD — S. TIGARD INTCHGE. SEC.

PACIFIC HIGHWAY (I-5)

MULTNOMAH – WASHINGTON COUNTY


N. END OF PROJECT
S.W. CAPITOL HWY.
S.W. LESSER RD.
S.W. 60TH AVE.
78TH AVE.
N. 59TH AVE.
S.W. 60TH AVE.
S.W. 61ST AVE.
S.W. 62ND AVE.
S.W. 63RD AVE.
S.W. 64TH AVE.
S.W. 65TH AVE.
POMONA ST.
PALATINE ST.
S.W. 64TH AVE.
MULTNOMAH
WASHINGTON
CO.
CO.
To Tigard
RD.
S.W. HAINES
S.W. 62ND AVE.
S.W. SOUTHVIEW ST.
MULTNOMAH CO.
CLACKAMAS CO.
S.W. DOUGLAS
S.W. 64TH AVE.
S.W. 65TH AVE.
S.W. 66TH AVE.
S.W. FRANKLIN ST.
S.W. 67TH AVE.
S.W. 68TH AVE.
S.W. 69TH AVE.
S.W. BAYLOR ST.
S.W. CLINTON ST.
ELMHURST ST.
S. END OF PROJECT
BANGY RD.
To Salem
To Tigard

Unit 1
Haines Rd Intch
5.7 mil

N. Tigard – S. Tigard (1 or 2 Units)
Gr., Pave & Intch 15 mil ±

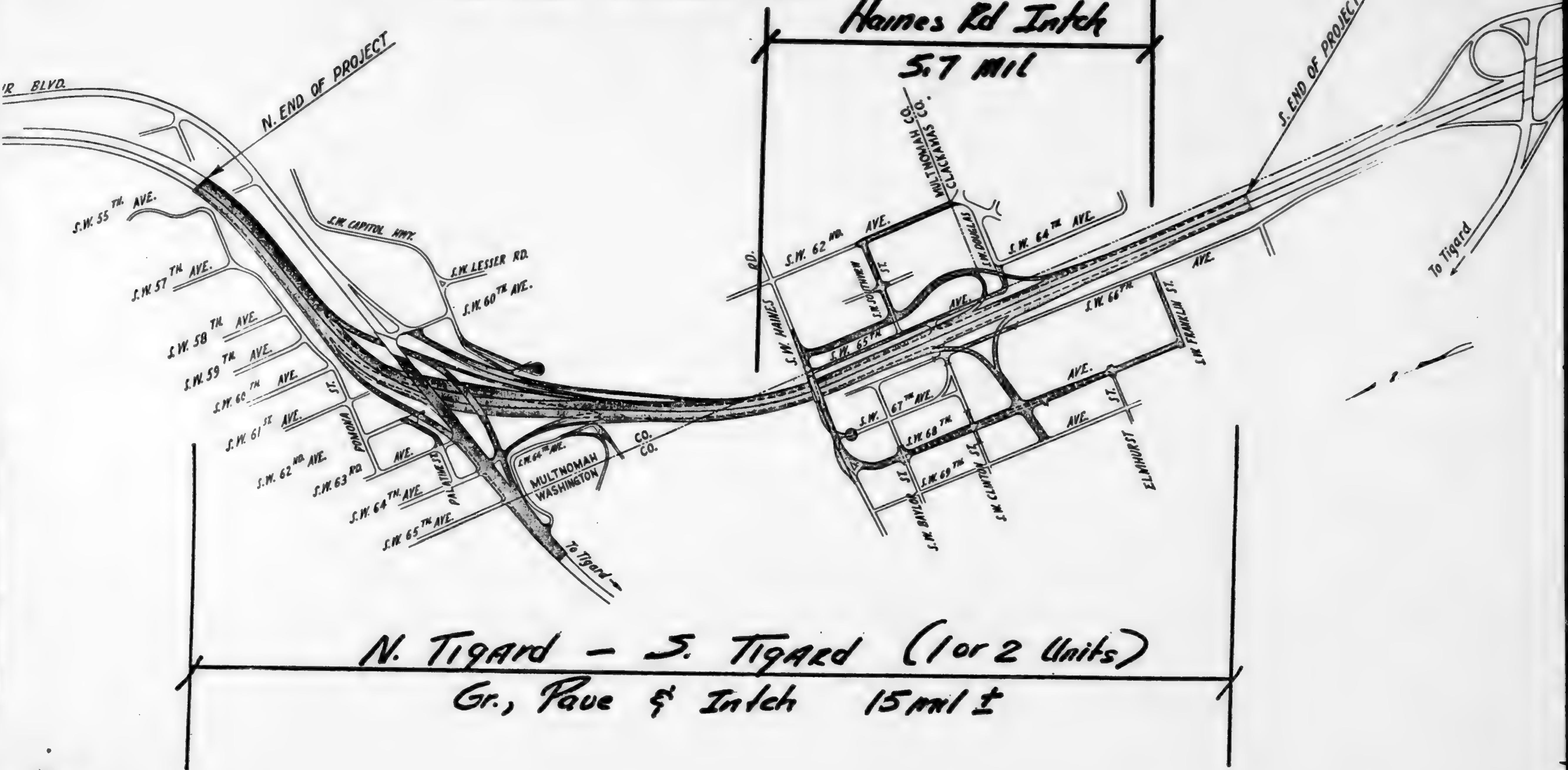
OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

N. TIGARD — S. TIGARD INTCHGE. SEC.

PACIFIC HIGHWAY (I-5)

MULTNOMAH - WASHINGTON COUNTY


Unit 1

Haines Rd Intch

5.7 mil

N. Tigard - S. Tigard (1 or 2 Units)

Gr., Pave & Intch 15 mil ±

N. END OF PROJECT
S. END OF PROJECT
To Tigard
To Tigard
R BLVD.
S.W. 55TH AVE.
S.W. 57TH AVE.
S.W. 58TH AVE.
S.W. 59TH AVE.
S.W. 60TH AVE.
S.W. 61ST AVE.
S.W. 62ND AVE.
S.W. 63RD AVE.
S.W. 64TH AVE.
S.W. 65TH AVE.
POMONA ST.
PALATINE ST.
S.W. CAPITOL HWY.
S.W. LESSER RD.
S.W. 60TH AVE.
S.W. 64TH AVE.
MULTNOMAH
WASHINGTON
CO.
CO.
S.W. HAINES RD.
S.W. 62ND AVE.
S.W. SOUTHVIEW ST.
MULTNOMAH CO.
CLACKAMAS CO.
S.W. DOUGLAS
S.W. 64TH AVE.
S.W. 65TH AVE.
S.W. 66TH AVE.
S.W. FRANKLIN ST.
S.W. 67TH AVE.
S.W. 68TH AVE.
S.W. 69TH AVE.
S.W. BAYLOR ST.
S.W. CLINTON ST.
ELMHURST ST.

7/15

PLA 6

[illegible]

Mr. Andrew C. Cotugno
Transportation Director
Metropolitan Service District
527 Southwest Hall Street
Portland, Oregon 97201

Copy [illegible]
Con [illegible]

Dear Mr. Cotugno:

By now, Bob Bothman has probably responded to your December 11 letter concerning our Proposed Six-Year Program. I would like to add these comments to those that Bob may have made.

Concerning the I-205/Banfield Interchange project, we have shown it in 1984 to give us maximum flexibility over its eventual scheduling. It will be advanced, if necessary, to coordinate its completion with the Banfield improvement, provided federal funds are available at an earlier date.

The Marquam Bridge-Haines Road Interchange ramp metering project has been reinstated in the Program for 1987. It will be coordinated with reconstruction of I-5 between the North Tigard Interchange and South Tigard Interchange.

I hope, that I have clarified our intent on these projects. If you have further questions or concern, please write.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

SMM:bkc 1b

bc: R. N. Bothman
D. H. Moehring

METRO

METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR., 97201, 503/221-1646

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Jack Deines
PRESIDING OFFICER
DISTRICT 5
Betty Schedeen
DEPUTY PRESIDING OFFICER
DISTRICT 7
Bob Oleson
DISTRICT 1
Charlie Williamson
DISTRICT 2
Craig Berkman
DISTRICT 3
Corky Kirkpatrick
DISTRICT 4
Jane Rhodes
DISTRICT 6
Ernie Bonner
DISTRICT 8
Cindy Banzer
DISTRICT 9
Bruce Etlinger
DISTRICT 10
Marge Kafoury
DISTRICT 11
Mike Burton
DISTRICT 12

RECEIVED
STATE HWY ENGR
DEC 14 '81
REFER TO
FOR
Info | [illegible] | P/D | R | Sign | Act | File

December 11, 1981

Mr. Robert Bothman, Administrator
ODOT, Metro Branch
5821 NE Glisan
Portland, Oregon 97213

R

Dear Bob:

I have reviewed the revisions to the "Proposed 1982-87 Six-Year Highway Improvement Program" developed after the November meeting of the Oregon Transportation Commission. I support the changes made to be responsive to the needs of the Portland metropolitan area, particularly the recommended changes to the key interstate improvements. I have two comments on the proposed revisions for your consideration prior to adoption of the Six-Year Plan in January:

1. Projects 133 and 134 to complete the I-205 South Banfield interchange are programmed in FY 84 with a footnote that the project will be scheduled to be completed in conjunction with the completion of the Banfield reconstruction. I support the principle of coordinating the schedule of these two projects. However, based upon the schedule for the Banfield project, it appears it may be necessary to initiate the I-205 South Banfield interchange in FY 83.

2. The proposed Six-Year Plan revisions include deletion of project 148 - I-5 South ramp-metering. I strongly urge that this project be retained in the Six-Year Plan. Ramp-metering regionwide is included in the recently published "Preliminary Regional Transportation Plan" as an important technique to manage the operation of the freeway system to maintain an adequate level of service. In addition, Metro's air quality studies have shown ramp-metering to be a cost-effective technique to reduce air pollution.

Thank you for the opportunity to comment on this document.

Sincerely,

Andy

Andrew C. Cotugno
Transportation Director

CC: Scott Coulter, ODOT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

NOTED
H. S. COULTER

RECEIVED
STAT HWY ENGR
DEC 17 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

In Reply Refer to
File No.

December 16, 1981

TOM WALSH, Vice Chairman
Oregon Trasportation Commission
c/o Walsh Construction Company
3015 S.W. First Avenue
Portland, OR 97201

Your recent conversation with Ted Spence left several unanswered questions.

Priority wise in the region, the N. Tigard-S. Tigard project falls after I-205, Greeley Ramps, I-405, and the Jantzen Beach/Delta Park projects. Priority for the project rests in completing the six-lane section between Portland and Salem, developing a standard interchange access for development of the Golden Triangle, improvement of the curve and accident problem at 99W, and needed resurfacing of this section. We have developed phases for the $18 million N. Tigard-S. Tigard project in order to take advantage of discretionary funds which might become available at the end of each fiscal year; otherwise, the project is currently in the six year program for FY 87 in its totality.

The second question involves the schedule for the South Banfield Interchange on I-205. Attached is a bar chart of the six remaining projects which involve that connection. The first key date is the completion of the four-lane I-205 facility including the Columbia River Bridge. I have pushed to advance the S.W. structure in order to be completed with the opening of the four lanes and provide the connection from I-205 southbound from Washington to the Banfield westbound. Without that connection, the traffic will be forced to divert either on Sandy Boulevard through Parkrose, or on Columbia Boulevard through N.E. Portland. Access from the Banfield northbound is complete and will be opened when the four lanes are opened. Out current six year program contemplates opening that structure with the completion of the South Banfiled Interchange two years later geared to the completion of the Banfield project.

The second two projects involved with the South Banfield Interchange involves the LRT structure, which is part of the Banfield project, and the NW structure which is part of the I-205 interchange. These two structures will be contracted at the same time, so need to be phased together. They are so scheduled in our six year program.

The third two projects are the Banfield Transitway completion in 1985, which has been scheduled with the completion of phase 2 of the South Banfield Interchange. That last project, although shown in FY 84 in our six year program, is noted to indicate that it will be initiated in sufficient time to be completed upon completion of the Banfield Transitway project. That would require advancing that project to FY 83, but only by a couple of months.

Your third question involved the background behind the Providence Hospital access. I have attached a memo from Bob Sandmann, our Special Project Coordinator, which lays out that issue. The hospital's first request was for all four ramps at 47th Street. In order to provide those ramps, it would be necessary to build the ramps into the hospital properties heavily impacting the current hospital facilities, in fact, removing their heating unit. That request was, therefore, dropped by the hospital. The second and more recent request was to provide ramps at 53rd. 53rd and 57th are too close together to accommodate ramps at both locations and the current traffic circulation pattern dictates that 57th be completed in order to provide the connections to 60th, the city's arterial street.

Your last question involves the early partial opening of the I-205 bridge. Work is now underway by Hal Versteeg, Walt Hart, and me to develop a plan for the early opening as well as the cost associated with that plan and the benefits derived from such an opening. That information should be available within the next couple of weeks.

ROBERT N. BOTHMAN
Metropolitan Administrator

RNB:po

Attachments

cc: Fred Klaboe
Scott Coulter

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

006573

9616

August 28, 1981

City of Portland
City Hall
Portland, OR 97204

AGR

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7222

Gentlemen:

Attached for your records are two fully executed copies of an agreement for construction of the North Tigard Interchange-South Tigard Interchange Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

9-15

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(70)293
Capitol Highway - South Tigard Int.
Washington County File 50191
Ref: J B Boyd ltr of 6-23-81

Date: August 12, 1981

From: Division Administrator

Reply to Attn. of: HRW-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

As requested, we have reviewed the additional data and analysis provided by Mr. Boyd's letter. We found that the additional information does not substantiate Federal participation for the acquisition of the subject file beyond the limits allowed in our letter of May 28, 1980.

John D Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd (R/W)
" (Frank Lowe (R/W)

RECEIVED
STATE HWY ENGR
AUG 13 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -5-5(70)293

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90086

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR

11-21
Orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11/17/80

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

Capitol Highway - South Tigard Interchange

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11/5/80 letter you are authorized to proceed with the actual acquisition of file 51617 at a TEC of $3,000 Federal Funds $2,766. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(This authorization does not require additional obligation of funds)

DATE: 11/17/80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-888

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Capitol Hwy.-S. Tigard Interchange Sec.
Project No. I-5-5(70)293
File No. 51617

I hereby request your authorization to proceed with the actual acquisition of the above listed property which is included in the subject project. The area to be acquired is as outlined in red on the enclosed sketch map and does not require relocation assistance.

The estimated cost of the property is $3,000, however authorization to acquire the parcel will not require an additional obligation in Federal funds on the project at this time.

CL:bke
Enc.

cc: F. Lowe
General Files

Form 734-3122

CITY OF
PORTLAND, OREGON
OFFICE OF CITY AUDITOR

George Yerkovich, City Auditor
1220 S.W. 5th, Rm. 202
Portland, Oregon 97204
(503) 248-4078

July 29, 1981

Jon Rose, Regional Federal Aid Engr.
Oregon State Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Rose:

Enclosed are quadruplicate copies of agreement for providing for the construction of the N Tigard - S Tigard interchange Section of I-5 as authorized by Ordinance No. 152028.

Will you please have the proper officials sign all four copies of the agreement which have already been executed by the City of Portland officials, and return the original and one copy to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Very truly yours,

Charles J. Spear
yAuditor of the City of Portland

From Metro JON ROSE	Date 8-3-81
To BUZ SWAN	
[✓ Program Mgmt.] Traffic Region 1	

Comments: Here are 4 copies of the subject throughway agreement signed by the City officials and approved by Metro. Please forward for final processing

Jon Rose

Please note page 3

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 4 1981
REFERRED TO MA PDM PDE FFM SPC
FOR ODOT - METRO
FILE: PM FA LG.
AUG 03 1981
BM PAR PPC FILE T/A

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

July 24, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90086
Project No. I-5-5 (73) 293
N. Tigard Intch.-S. Tigard Intch. Section
Clackamas, Multnomah & Washington Counties

Attached support data consists of PR-1 forms and sketch maps for the subject project.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

CL/lms
Attachments

cc: E.L. Hardt (Region 1)
General Files

Form 734-3122

ROAD DESIGN SECTION

K. D. Limbocker
Metro Design Engineer

July 10, 1981

ADOlson
A. D. Olson
Preliminary Design Engineer

N. Tigard-S. Tigard Interchange
Pacific Highway (I-5)
Multnomah County

The question of the drainage system which carries the water from SW 62nd Avenue westerly to the drainage system through the freeway was discussed with Bob Ewen, the original Locating Engineer for this project.

Bob advised that the SW 62nd Avenue drainage was put into the existing drainage system which ran westerly on the right-of-way of unimproved SW Douglas Street. At that time, this was under the jurisdiction of Multnomah County. I understand that this is now in the city and would be their responsibility.

We have no data on the current condition of that facility.

ADO:ja

cc J. H. Versteeg

REFERRED TO
Beard ✓ Stoudenmayer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
✓ Christensen FW
Olson
Sullivan
Terp'n
Trout
Wakerlig

RECEIVED
JUL 13 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Put sanitary sewer on plan

On plans 7-14-81

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 6, 1981

File No: 634-1934

TO: A. D. OLSON
Preliminary Design Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: North Tigard/South Tigard Interchange
I-5

The City of Portland, Bureau of Sewers, has asked for a description of the drainage system which connects S.W. 62nd Avenue to the northbound off-ramp and also wish a determination as to maintenance responsibility.

A copy of the S.W. Lesser Road and S.W. Capito. Highway sanitary sewer plan is enclosed for addition to the plan on 62nd Ave.

Proposed – this year, assume as "existing" for plans. – per KDL 7/13/81 adO.

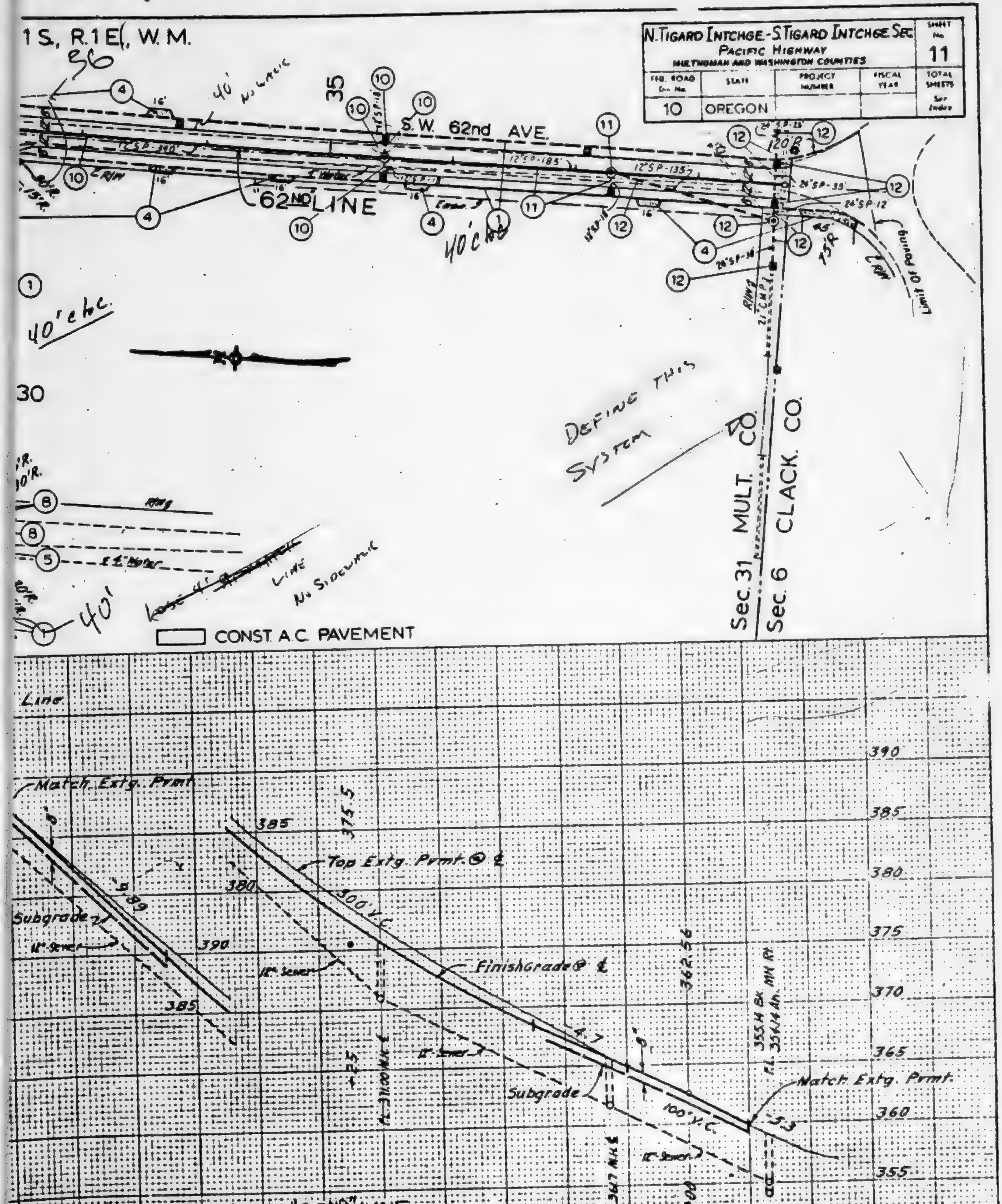
po

Attachment

Verstoeg
Anderson
2 tw
adO

RECEIVED
JUL 1981
ROAD DESIGN
SECTION

N. TIGARD INTCHGE - S. TIGARD INTCHGE SEC. PACIFIC HIGHWAY MULTNOMAH AND WASHINGTON COUNTIES				SHEET No. 11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



1 S., R.1 E., W.M.
36
40' No walk
35
S.W. 62nd AVE.
"62ND" LINE
40' c/c
40' c/c
30
12"SP-390'
12"SP-185'
12"SP-135'
24"SP-25'
24"SP-35'
24"SP-12'
24"SP-36'
120'R
15'R
Limit Of Paving
21"CMP
Define this system
Sec. 31 MULT. CO.
Sec. 6 CLACK. CO.
Rwy
40'
~~Const 4'~~ Line No Sidewalk
CONST. A.C. PAVEMENT
Line
Match Extg. Pvmt.
Top Extg. Pvmt. @ ℄
300' V.C.
Finish Grade @ ℄
Subgrade
12" Sewer
100' V.C.
Match Extg. Pvmt.
El. 367 MH ℄
El. 370.00 MH ℄
355.4 Bk. MH Rt.
El. 354.14 Ah.
375.5
362.56
390
385
380
375
370
365
360
355
"62ND" LINE
(Earthwork Incl. In Main Rdwy. Distr.)
39

7-15

Dave Frohnmayer
ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
XXXXXXXXXXXXXX
Salem, Oregon 97310
Telephone: (503) 378-4400
Transportation Building

January 8, 1980

RECEIVED
STATE HWY
JAN - 8 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Donald Joe Willis
Attorney at Law
1200 Standard Plaza
1100 S.W. 6th Ave
Portland, Oregon 97204

RE: R-50703 - Allen

Dear Mr. Willis:

In reply to your letter of December 30, 1980 addressed to Mr. J. B. Boyd concerning the above file, please be advised that I do not agree with your interpretation of the Federal Act or ORS Chapter 281 and do not feel that this requires that a seperate offer be made to Ackerely's for the sign.

I would therefore suggest that if you wish to contest the legal sufficiency of the offer contained in our December 18, 1980 letter that you do so and perhaps we may get this matter finally settled.

I would also like to remind you that this does not foreclose the possiblity of settling the portion of the case relating to Ackerely's sign seperate in the part from the land acquisition from Mrs. Allen. If you have an offer to make for the sign alone, we would be most happy to consider it.

Sincerely,

Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:ls

cc. J. B. Boyd
H. S. Coulter
J. Mc Culloch

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
1200 STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 222-9981
CABLE ADDRESS "ROBCAL"
TELEX-151563
TELECOPIER-235
CALVIN N. SOUTHER
1906-1979

BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E. ROBERTS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR
ROCKNE GILL
JOHN R. FAUST, JR.

JAMES A LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
PAUL N. DAIGLE
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.
DONALD JOE WILLIS
J LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK

MARK H. WAGNER
JOHN G. CRAWFORD, JR.
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
W. A. JERRY NORTH
JAMES T. WALDRON
ROBERT D. DAYTON
DAVID W. AXELROD
ANCER L. HAGGERTY
DELBERT J. BRENNEMAN
ROBERT W. NUNN
JAMES E. BENEDICT
WILLIAM H. REPLOGLE
LAWRANCE L. PAULSON
STEVEN H. PRATT

DONALD A. HAAGENSEN
RUTH WAXMAN HOOPER
RALPH V. G. BAKKENSEN
ELIZABETH K. REEVE
CHARLES R. MARKLEY
ROBERT A. STOUT
DANIEL F. KNOX
JAN K. KITCHEL
PAUL R. BOCCI
GUY C. STEPHENSON
MARK A. von BERGEN
PAUL D. DEWEY
JAMES M. FINN
DENNIS S. REESE
EUGENE L. GRANT
KATHERINE H. O'NEIL

FORREST W. SIMMONS
OF COUNSEL

December 30, 1980

RIGHT OF WAY ADMINISTRATION
RECEIVED
DEC 31 1980
☐ M ☑ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

Mr. J. B. Boyd
Right of Way Manager
Dept. of Transportation
Highway Division
Transportation Bldg.
Salem, OR 97310

Re: File No. 50703 - N. Tigard Interchange - S. Tigard Interchange Section, Pacific Highway

Dear Mr. Boyd:

Mrs. Madelain Allen has asked me to represent her interests in this matter. As you know, I also represent Ackerley Communications.

The Department of Transportation in the past has made separate offers to Ackerley on the value of its structures involved in these highway takings. I was surprised in your December 18, 1980 letter that the Department of Transportation did not do so.

It is my position under the Federal Uniform Relocation Assistance and Real Properties Acquisitions Policies Act and the relevant portions of ORS Chapter 281 which make the federal act applicable to all state agencies whether or not they are using federal funds would require a separate offer to acquire Ackerley's structure located on the property.

Please be advised if need be I will resist the legal sufficiency of the offer contained in your December 18, 1980 letter on behalf of Mrs. Allen and Ackerley Communications.

I do hope that the State will make a separate offer to Ackerley, and I am confident that they have by this time had some appraisal done on its structure so that the separate offer can be made.

Thank you for your kind attention to this matter.

Very truly yours,

Donald Joe Willis

Fred -
Will you answer this?
B

DJW:bh
cc: Jack Sollis, Esq.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 18, 1980

In Reply Refer to
File No.:

CERTIFIED MAIL

Madeline C. Allen
7412 S.W. Cedar Crest
Portland, Oregon 97223

Mike's Transmission Co.
11350 S.W. Pacific Highway
Portland, Oregon 97219

Ackerley Communications, Inc.
715 N.E. Everett Street
Portland, Oregon 97232

File 50703
N. Tigard Interchange -
S. Tigard Interchange
Section
Pacific Highway

Ladies and Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement the Oregon Transportation Commission has found that the following described acquisition is necessary in order to accomplish the planned project. The acquisition is:

> Title in fee simple to the following described real property for right of way purposes:
>
> > Lots 19 and 20, Block 8, PASADENA, Multnomah County, Oregon, containing 6,886 square feet, outside of the existing right of way.
>
> Together with all signs, electrical wiring, plumbing and heating facilities and other improvements thereon. This includes the following described fixtures affixed to said real property, to wit:

State I. D. Number	Fixtures
1	Workbench
4	Workbench
7	Workbench

The Oregon Transportation Commission makes this offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition described herein. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of, or receives title to, the acquisition. For this conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $55,350.00.

As negotiations to purchase the above described real property have not been successful, it will be necessary to institute condemnation proceedings to acquire the needed property together with all outstanding interests. Before this occurs, however, you must decide whether to accept the formal offer of the Commission. I ask that you immediately consider this offer. The right of way agent who has been negotiating with you will again contact you for that decision. Should you accept, the agent is available to close the transaction with you. I sincerely hope an agreement can be reached without condemnation proceedings.

Yours very truly,

J. B. BOYD
Right of Way Manager

ALR:jlf

91-15

I-5

STATE OF OREGON **INTEROFFICE MEMO**

Transportation
DEPT.

229-5828
TELEPHONE

TO: Ken Rolfe
R/W Supervisor, Region 1

DATE: November 17, 1980

FROM: Earl C. Purdy Raleigh D. Carothers for
Resident Location Engineer

SUBJECT: Response to Oct. 28, 1980 letter from Mrs. William Del Ball
to A. D. Olson
Files 50348 and 50350 (Ball)
N. Tigard-S. Tigard
Pacific Hwy. (I-5)
Washington Co.

This office sent a field crew to investigate the street alignment and R/W at the subject R/W files. The crew rechecked all the centerline alignments and stations; they rechecked all the R/W distances to the proposed and existing R/W stakes that were set. All was found to be staked correctly.

The missing proposed and existing R/W stakes were replaced, including the one noted in Mrs. Ball's letter.

On an attached sheet there is noted the scaled distances, overhang distances and wall distances of three buildings to the proposed or existing R/W lines. The copy is from an aerial photo so the overhang distance is important.

If you have any questions, do not hesitate to call.

Versteeg
Anderson
Christensen
1 Olson ADO.
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 18 1980
ROAD DESIGN SECTION

Do not file
Return to
Bring up /
Action

NOV 17 1980

Called Mrs Bell — hopefully nothing more is needed.
ADO. 11/19/80

Copy to Ken Rolfe
ADO

006584

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

1-5

ROAD DESIGN SECTION

DES 16-1

Ken Rolfe
R/W Supervisor
Region I

November 4, 1980

AD Olson

From: A. D. Olson
Preliminary Design Engineer

Subject: Files 50348 and 50350 (Ball)
N. Tigard-S. Tigard
Pacific Highway (I-5)
Washington County

Attached is a copy of a letter from Mrs. Ball in regard to her property on the east side of 68th, south of the ramps.

I haven't determined what map she may have seen that showed the solid line mentioned in paragraph 1 -- all of the maps I find show a dashed line for this slope easement.

On her visit to this office, she was concerned about a proposed revision in this area, stating that the field crew had put stakes out that showed the existing plan and a proposed new plan. Since there had been no suggested changes to my knowledge, I contacted the Right-of-Way Agent and he confirmed that the stakes indicated the existing right-of-way and the proposed new right-of-way as shown on the map and not something new. This did not completely satisfy her, so I gave her a copy of a portion of the detail map with some rough distances scaled from the existing and proposed right-of-way lines to buildings in the area. I cautioned her that these were scaled distances and that the buildings were from aerial mapping and not field tied but that this should be the approximate relative positions of the stakes that were on the ground. Attached is a copy of a sketch similar to the one she has. This agrees with distances scaled on the right-of-way map.

I had hoped that this would be a simple solution to clear up her concerns but apparently I was wrong.

Please have the stakes that are on the ground reviewed, checked relative to this sketch, etc., and the easement stake replaced and then notify Mrs. Ball with an appropriate explanation if something doesn't fit. Or, call the information to me and I will get back to her.

ADO:ja

Attachments

/ Versteeg /
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 05 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Mrs. William Del Ball
11515 Southwest 91st Avenue
Tigard, Oregon 97223

October 28, 1980

CERTIFIED MAIL - RETURN RECEIPT

Mr. Adrian D. Olson
Dept. of Transportation
218A State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Olson:

You will recall I questioned the solid line on Tax Lot 1200 (the portion just south of Elmhurst on S. W. 68th). You didn't have the answer..... so I looked on the complete highway map for the area and found it should be a dotted line - - - as such, because it is a Permanent Easement for Slopes and the dotted line extends from immediately south of Elmhurst to Franklin.

Please correct your records accordingly.

When I was in your office on October 13, 1980 you gave me a map and suggested I check the footage by measuring from the existing and proposed stakes. My son was finally able to go with me to measure on October 25th and our figures do not agree with yours.

Also the stake for the "End of 5' Easement" had been removed and was on the lawn of Tax Lot 5700.

Please have your department check - rather whatever dept. handles that matter - the stakes and replace the one for "End of 5' Easement".

Advise me when this is done so I can again check the property.

Thank you.

Sincerely,

Geraldine L. Ball

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OCT 31 1980
ROAD DESIGN
SECTION

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9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1980

In Reply Refer to
File

RECEIVED
DOT DIRECTOR
OCT 22 '80
REFER TO
FOR

Info	aves	K/D	D/R	Sign	ct	File

TO: G. L. Green, Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right-of-Way Manager

SUBJECT: Subsequent Tenants
File No. 50198

In reply to your memorandum dated August 8, 1980, regarding subsequent tenants, the following information is enclosed:

A memo to the file is enclosed from Right-of-Way Agent Dale Rossman. Mr. Rossman has given a documented report of his contacts with each of the subsequent tenants that he has contacted and what attempts have been made to find others. A copy of "Listings of Eligible Persons" is also enclosed for your information. You will note that most of the apartments had subsequent tenants move in and out a number of times before the State had legal possession. This, of course, has complicated keeping track as to who the current tenant is. As the contact report indicates, an attempt has been made to locate all subsequent tenants. All but one have been found as of this report.

All tenants that were eligible and have submitted claims for moving have been paid or are in the process of being paid. Several tenants that may be eligible for Last Resort Housing due to low or no income are in the process of having the information analyzed in relation to adequate housing. Those eligible will be processed.

All of our field personnel have been instructed in the future not to deliver the 90-day notice to subsequent tenants until after the State has legal possession. Hopefully, this will lessen the confusion on eligibility of subsequent tenants.

To further update our field personnel, a negotiation and relocation meeting is presently being scheduled to review and discuss current negotiation and relocation procedures with all field personnel.

JBB:VW:jc
Enclosures

Form 734-3122

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon 97222

DATE October 7, 1980

TO MEMO TO THE FILE

FROM Dale Rossman
R/W Agent
Milwaukie

SUBJECT File 50198-Vaughn
N.Tigard-S.Tigard Interchange
Pacific Highway
Multnomah County
FAP I-5-5(70)293

RELOCATION BENEFITS TO SUBSEQUENT TENANTS

On or about August 13, 1980, this office was advised to review the status of relocation benefits as pertained to the subsequent tenants in this file. This report has the names, dates of original contact, benefits offered and claims received. On those where no claim forms have been received, this will report the efforts made to contact the tenant.

Negotiations with the owner commenced on July 27, 1979. The State deposited payment for the property into court on June 5, 1980. The State took possession on July 10, 1980.

SUBSEQUENT TENANTS

Apartment #1: Tenant Nathan Trupp. Initial contact and relocation benefits of advisory assistance and moving benefit made in writing on Novemer 20, 1979. Tenant moved prior to State's payment or possession. No benefit claim has ever been received.

On about August 20, 1980, this agent commenced search to locate tenant. Portland Community College security office was contacted and they verified the status as a former student. Their office will not give out addresses or phone numbers. They will contact a student and leave a message. In this case, they had no forwarding address or telephone number or application for Fall term.

RECEIVED
OCT 8 1980
RELOCATION UNIT

I searched the telephone directories and called information to no avail. The branch of the post office for that area had no record or forwarding address. None of the other tenants knew the whereabouts of this tenants, although one did comment that he suspected tenant Trupp may have gone back to California. I've been unable to locate this former tenant. No occupant interview form or financial information was ever requested from him.

As of October 1, 1980, Trupp is not registered for Fall quarter at Portland Community College.

APARTMENT #1: Tenant Leo Vaughn - Initial contact and benefits in writing was made on June 10, 1980. He was offered relocation advisory assistance and given moving claim forms. His moving claim was approved for payment by this office on August 4 ,1980.

APARTMENT #2: Tenants Matt Meeker & Scott Griggs. Benefits of relocation advisory assistance and a free move were offered in writing on June 6, 1980. On August 18, 1980, an occupant interview and income data was obtained on Form E-600 from Matt Meeker. On August 21, 1980, a letter was mailed to Scott Griggs in Alaska which contained Form E-600 and a request for income data. He had moved from the apartment.

Matt Meeker still occupies the apartment. He owes the State rent money. His phone has been disconnected. He mother says he has moved some of his gear home and he supposedly is looking for a place to rent. The last I heard, Matt is still on unemployment. On October 6, 1980, Meeker signed a release form and submitted a moving claim form.

APARTMENT #3: Subsequent tenants Stacy Hogan and Paul Normand. On December 4, 1979, they were given the relocation benefits of a free move and relocation advisory assistance in writing. Claim forms were delivered. They moved prior to the State's payment for the property.

On August 25, 1980, they were sent duplicate claim forms for the free move and a blank E-600 form. I asked for income information. It took about 10 days to 2 weeks to locate this couple. They are now married. They have since submitted a signed moving claim form and combined gross income data on a signed E-600 form.

RECEIVED
OCT 8 1980
RELOCATION UNIT

APARTMENT #3: Subsequent tenants Bret W. Allen & James D. Anderson. On March 25, 1980, these men were given the usual presenation of an offer benefit letter, free move and relocation advisory assistance claim forms. These men moved prior to the State's payment for the property.

On August 22, 1980, I wrote them a letter which included duplicate claim forms for a free move and E-600. I asked for income data and explained the need. The last I heard Allen was in jail in another State, but I heard he was due for release by September 1, 1980. I've talked to Anderson who agreed to try to get signed moving claim forms and income data on a E-600. As of this writing, I have not received any signed claim forms.

APARTMENT #4: Subsequent tenants Robin Rosendahl & Paul Santos. They were given the usual presentation in writing on November 26, 1979. The benefits were a free move and relocation adivsory assistance. They stayed until the State paid for the property. They moved and submitted a moving claim form which was paid in August, 1980.

On August 21, 1980, I wrote a letter and asked for income data on a signed E-600 form. This information was returned on September 11, 1980.

APARTMENT #5: Tenant Ted Bancroft was made the usual tenant relocation presentation on July 30, 1979. This was shortly after my negotiations started with the owner. He was not eligible for any money benefits except for a free move. He claimed this and his move claim was paid. He was not a subsequent tenant.

I wrote him a letter on August 25, 1980 and asked for income data. He submitted a signed E-600 with income data on September 8, 1980.

APARTMENT #5: Subsequent tenant Neil Garrard - was given the usual relocation presentation on January 4, 1980. His money benefits consisted of a free move. He stayed until the State paid for the property. His moving claim was paid.

I wrote a letter on August 25, 1980 with E-600 form and requested income data. On September 25, 1980, I called and answered some of his questions. He will try to supply the requested income data and return to me within a week.

APARTMENT #6: Salley Bowen and James Scheidt. These people are subsequent tenants who were given the usual presentation of offer benefit letter, "A" & "R" forms and claim forms to collect a free move and relocation advisory assistance. They moved prior the State's payment of the property.

On August 22, 1980, I sent copies of moving claim forms and Form E-600 and requested income data. On September 2, 1980, they claimed the free move and submitted income data on a signed E-600.

RECEIVED
OCT 8 1980
RELOCATION UNIT

###

cc Salem Relocation

Revised 9/29/80

LISTINGS OF ELIGIBLE PERSONS

Name of Owner Ed Vaughn File No. 50198

Owner's Address 7781 S.W. Capital Highway Section N.Tigard-S.Tigard Int.

Phone Number 244-8978 Highway Pacific

Address of Property 11604 S.W. 62nd, Portland, OR FAP No. I-5-5(70)293

Initiation of Negotiation 7/25/79
(Date)

Occupant's Name and Address (When a business is listed hereon, Salem will complete form 81-734-3628 and send to S.B.A.)	(1) Black (2) Hispanic (3) Amer. Indian (4) Asian or P.I. (5) White	Apartment or Unit Number	(1) Owner (2) Tenant	(1) Dwelling (2) Multi-Fam. (3) Farm (4) Bus. (5) N.P.O.
David Jones & Jane Turman	5	1	2	2
Steve Harvath & Katherine White	5	2	2	2
Mick Godleman	5	3	2	2
Mike Hasson & Anne Hasson	4	4	2	2
Ted Bancroft (7/30/79)	5	5	2	2
Martha McLennon	5	6	2	2
SUBSEQUENT TENANT				
Robin Rosendahl & Paul Santos	5	4	2	2
Nathan Trupp	5	1	2	2
Brett W. Allen & James D. Anderson	5	3	2	2
Sally Bowen & James Scheidt	5	6	2	2
Stacy Hogan & Paul Normand	5	3	2	2
Neil Garrard	5	5	2	2
Leo Vaughn	5	1	2	2
Matt Meeker & Scott Griggs	5	2	2	2

RECEIVED
OCT 8 1980
RELOCATION UNIT

9/29/80

Dist.—Regional File, Salem
81-734-3617

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F5-5(70)293
Capitol Hwy-S. Tigard Interchg.
Multnomah County (File 50198)

Date: August 8, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR/415.1

To: Mr. H. S. Coulter
State Highway Engineer
Salem, OR

A review of your relocation records indicates that several tenants occupied the subject property after initiation of negotiations. Ordinarily such persons are not eligible for relocation benefits unless they remain in occupancy until the State secures legal possession. However, the State issued 90-day notices to the tenants to vacate the property before it had secured legal possession. Eligibility for moving benefits was conditioned upon the tenants remaining in the property until the State secured legal possession. By issuing a written order to vacate, the State, in effect, qualified the tenants as subsequent occupants. Subsequent occupants are eligible for:

1. Relocation assistance;
2. Moving payments;
3. An individual determination that adequate replacement housing as defined by Paragraph 4(h) of FHPM 7-5-1 is available or will be provided;
4. A 90-day written notice advising the occupants of their eligibility for benefits.

Federal funds may not participate in any costs of a project unless the required benefits are provided to eligible subsequent occupants. Action should be taken to provide the required benefits.

In as much as this situation could arise again under the 90-30 day procedure, the State should consider developing procedures that ensure that subsequent occupants are provided the required benefits and that the 90-day notice be issued at the time the State has legal possession of the property. This would avoid the possibility of multiple subsequent occupants.

Should you have any questions regarding the foregoing, please contact us. Also, please advise as to the corrective action taken.

G. L. Green

cc:
J. B. Boyd, R/W
V. Wilson, R/W
F. Lowe, R/W

RECEIVED
STATE HWY ENGR
AUG 11 '80
REFER TO Boyd
FOR

Info	Inves	R/D	D-R	Sign	Act	File
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9615 I-5 N

STATE OF OREGON INTER-OFFICE MEMO

TO:	BILL GEIBEL District Engineer	DATE:	July 30, 1980
FROM:	EDWARD L. HARDT Region Engineer		
SUBJECT:	I-5 @ N. TIGARD INTERCHANGE TRUCK CLIMBING LANE		

Several years ago when we did the overlay for I-5 between the Marquam Bridge and N. Tigard we constructed a northbound climbing lane between the northbound entrance from Tigard and the summit of Breeze Hill. That lane was never opened because there was a concern at that time about the environmental impacts and that we had not properly addressed them.

I was informed the other day by Adrian Olson that the N. Tigard-S. Tigard impact statement which covers this truck climbing lane has been approved by everybody, which would allow us to open that lane if we chose to. I've since discussed this with Ron Failmezger, who in turn has discussed it with traffic people in Salem. I've also discussed it with Gary Potter and Cliff Christianson, of the FHWA. All feel that it would be beneficial to open the lane at this time.

Please arrange to alter the striping and move the "Right Lane Ends" signs to accommodate this lane opening at your convenience. Ron Failmezger will assist you with striping and signing details. You should notify the Traffic Section when the work is done and indicate the mile point limits for their records.

ELH/cp
cc Hal Versteeg
L. E. George
Gary Potter

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Contains Recycled Materials
81-125-1387

SP*75663-125

THE CITY OF
PORTLAND
OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF
PLANNING
621 S.W. ALDER ST.
PORTLAND, OR 97205

FRANK FROST
ACTING DIRECTOR
248-4253

CODE
ADMINISTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

HOUSING AND
POPULATION
248-5525

I-5

Dwf

TECHNICAL
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JUL 10 1980
ROAD DESIGN
SECTION

2 July 1980

MEMORANDUM

TO: Ken Limbocker, Oregon Department of Transportation

FROM: David Hill, Street & Structural Engineering
Michael Bauer, Traffic Engineering
Rebecca Kohlstrand, Transportation Planning

SUBJECT: North Tigard/South Tigard Interchange

Based on your recent request for City Council approval of a City/State Throughway agreement for the Tigard Interchange, we have undertaken a review of the project. Although Multnomah County originally gave local jurisdiction approval, the City of Portland is very interested in the impacts of the project as the area to the east of I-5 was annexed by the City at the end of 1979.

There are several items which we are either unclear on or would recommend a different treatment. These items are summarized below.

1. Circulation - The discussion of circulation can be limited to the Haines Road Interchange as the changes proposed at the North Tigard Interchange will not appreciably affect circulation within the neighborhoods.

   The new design will have major traffic impacts on the residential area east of the freeway. Therefore, the adopted design should attempt to minimize the disruption of the neighborhood while maximizing the accessibility to the Southwood Park Development. We recommend access to and from Southwood Park be emphasized via SW Haines Road and SW 62nd Ave. This would require improvement of Haines, east to 62nd and 62nd, south from Haines Road. This is the most desirable approach to the neighborhood. We would also recommend improvement of Southview. It is probable that a portion of the trips between Southwood and the freeway northbound will utilize Southview as it is a shorter route. Although we would not encourage this movement, it appears that travel on an improved road will be less disruptive to the neighborhood than travel on an unimproved road.

   Improvement of the Haines Road/62nd Ave. connection will better serve transit and will better accomodate projected traffic increases directly attributable to this project.

Mult.Co. does not want 62nd improved to Haines Rd. Lesser Intsect. does not lend itself to this routing of traffic

CC Versteeg
Stoudenmeyer
7/9/80

7-18-80 Bob Ewen provided Limbocker with info to cover the questions and statements in this letter. Dwf

2. Street Standards - We would like to make the following recommendations concerning street improvements:

44' Rdway with 2' offset for guardrail. 2- 8' walks

a. Haines Road Overcrossing - The necessity for a 64 foot wide structure is not clearly indicated. Could existing and projected traffic volumes be made available to the City for Haines Road east and west of the overpass and also for the proposed freeway ramps? Additional information on trip patterns will give a better indication of the needs relative to road improvements. Although Haines Road has not been designated by the City, it would fit our classification of a Neighborhood Collector Street. For this reason, we would not encourage through trips on Haines, but would seek to serve trips with destinations in the surrounding area.

b. Haines Road, SW 65th to SW 62nd - The plans indicate a 44 foot improvement on Haines, immediately east of the overpass. We recommend a 40' street improvement with 6' combination curb/sidewalk on Haines, from the overpass to SW 62nd.

Co. wanted 40'

c. SW 62nd Ave. - We recommend a 36 foot improvement from Haines to Douglas, with a 5 foot combination curb/sidewalk on at least one side and preferably both sides of the road, as 62nd Ave. will be carrying a majority of the trips from Southwood Park.

" " "

d. SW Southview - A 32 foot road improvement with a 5 foot combination curb/sidewalk along one side should be adequate for Southview as it should not be emphasized as the main connection to SW 65th.

Lt. turn needed, with present design

e. SW 65th Ave. - Projected trip volumes for this ramp will assist in determining the scope of improvements necessary on SW 65th. As our objective is to minimize the number of trips on Southview, providing a left turn lane from SW 65th to Southview is contrary to that objective. Is the turn lane necessary to keep the ramp operating effectively?

Will request [illegible] High Cost of mitigation does not reduce to acceptable level (dba)

3. Noise Impact - The EIS indicates that a noise barrier will not be provided adjacent to the truck climbing lane on the North Tigard Interchange as all affected structures will be removed or mitigated. What method of mitigation is proposed for these structures?

We would like to arrange a meeting to discuss the items mentioned above prior to taking the Throughway Agreement to City Council. We will be contacting you soon to schedule a meeting. Thank you.

DH:MB:RK:db

cc: Steve Dotterrer

46.5

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5-(33)
Barbur Blvd. U'Xing, Br. 7758C
N. Tigard Intch.-S. Tigard Intch. Sec.
Multnomah County

Date: June 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
Attn: Mr. W. J. Hart, Bridge Engineer

Mr. Hart's memorandum of June 17, 1980 satisfies our previous questions on the above structure.

Please proceed with the preparation of the PS&E.

For G. L. Green

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STATE HWY ENGR

JUN 24 '80

REFER TO
Hart

Orig to

FOR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Bridges
7758C and D

June 17, 1980

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

Your File
HBR-OR

FROM Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

SUBJECT Barbur Boulevard Uxing, Bridge 7758C
A Line Uxing, Bridge 7758D
N. Tigard Intch.-S.Tigard Intch. Sec.
Pacific Highway, I-5
Multnomah County
Oregon Project I-5-5-(33)

NOTED
E. S. HUNTER

We have considered the comments in your letter of May 23, 1980.

1. We plan to have an alternate beam shape for the Barbur Blvd. structure as suggested in your January 30, 1980 memorandum.

2. The number of columns for both structures was determined after consulting our architect. He recommended against cantilevering the cross beam and feels that even though this means additional columns, the structures will be more architecturally pleasing for this type of construction.

3. We considered prestressed concrete girders for the A Line structure (Bridge 7758D) but because of the 8° curve and the severe skew, determined they would not be appropriate.

cc E. S. Hunter

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Form 734-3122

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5-(33)
N. Tigard - S. Tigard Interchange
Bridge No. 7758C and 7758D

Date: May 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
H. S. COULTER

We have reviewed the preliminary plans submitted by Mr. Hart on January 17, 1980 for the Barber Boulevard and A-line Undercrossing of the N. Tigard Interchange - S. Tigard Interchange Section of the Pacific Highway in Multnomah County. The preliminary plans are approved for further development subject to consideration of the items listed below:

1. Consideration of the comments in our memorandum dated January 30, 1980 on possible alternates.

2. Interior bents shown on Dwg. 7758C show five columns in a single bent. Dwg. 7758D notes three columns. It would appear that one column per bent could be deleted if the design would allow for the cross beam to be cantilevered beyond the exterior columns.

3. We note also that steel girders are proposed for structure on Dwg. 7758D. We suggest that a pre-stress concrete girder alternate also be considered.

Please address these items in the final preparation of the plans.

for G. L. Green

cc:
OSHD (W J Hart, Br)

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STATE HWY ENGR
MAY 28 '80
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FOR

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R

R.N. BOTHMAN

FOR Y INFORMATION

6-24

IRVING (IRV) LARSON

11720 SW 68th Ave. Tigard, Ore., 97223

Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

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Real Estate Broke[illegible]ments
Property Managem[illegible]s

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R/D sent to Director 6/24

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6-12

NOTED
ROBERT N. BOTHMAN

June 10, 1980

File No. 50345
50346
50347

Section N.Tigard - S.Tigard
Highway Pacific
FAP I-5-5(70)293

To date we have been unsuccessful in getting the Oregon State Highway Division of the Department of Transportation to trade their surplus land in the N.W. corner of Block 14 (S.W. 67th Ave. and S.W. Clinton Street, Washington County, near Tigard, Oregon) to us for land we own in Block 14 that is needed for proposed highway construction.

Completion of the trade would allow us to vacate S.W. 67th Avenue South of Clinton Street and North of the proposed construction. This procedure would of course eliminate any claim that we have made or propose to make for damages to Block 13 because takings of 12,500 sq. ft. File 50347 and 5,884 sq. ft. Parcels 2, 3 and 5, File 50345 leave only 36,616 Sq. ft. remaining in Block 13.

Neighborhood Planning Organization No. 4 Policy No. 25 requires a minimum of one acre in this "Office Park" designated area for development.

The denial of our being able to put together at least one acre of land South of S.W. Clinton Street makes our remaining 36,616 sq. ft. practically worthless.

The denial of the trade and our vacating S.W. 67th Avenue between S.W. Clinton Street and the proposed highway off-ramp from I-5 to S.W. 68th Avenue will undoubtedly stop the Qualico Construction Co. of Beaverton from proceeding with their $10,000,000 Office Building development in Blocks 7, 8, and remainders of Blocks 13 and 14.

The Qualico construction plans are in tune with the "super-block" concept originated by CH2M consultants many years ago and adopted by all progressive builders in the area to date. It would be in line with the City of Tigard Planning Commission and the Tigard City Council both of whom have already approved the NPO plans for the Tigard Triangle. Four years of public planning plus considerable professional help and public hearings have gone into the plan. No objections were voiced at any of the public hearings.

IRVING (IRV) LARSON
11720 SW 68th Ave. **Tigard, Ore., 97223**
Phone: Area (503) 639-1497

Consultant for the Minimization of Red Tape in Government

a member of
AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

HIGH LIGHTS OF THE LARSON FAMILY "JOINT VENTURE":

In the early 1970s when it became evident that our area was destined to be commercial we decided to go along with the trend.

May 1964	Final Judgement for the Oregon State Highway Dept. passed title to the North 100 ft. of Block 14 to O.S.H.D. for a plan at that time which was to have the frontage road to I-5 on S.W. 66th Ave. South of Dartmouth Street then go North diagonally through Block 14 to S.W. 67th Avenue and S.W. Clinton Street. O.S.H.D. plans in the neighborhood have changed since then many many times. We could do nothing with our property but pay taxes and wait.
Mar. 18, 1952	Recorded "Declaration of Restrictions"dated June 11, 1951 for Blocks 7 and 8. Book 330, Page 337.
Nov. 3, 1972	Recorded "Cancellation of Declaration of Restrictions" Book 895, Page 510.
May 29, 1980	Recorded the same "Cancellation of Restrictions" with Donald and Doris Hartig's signature added at there request. No. 80019183
Dec. 21, 1978	Ken Rolfe's letter from O.S.H.D.
June 25, 1979	My letter to O.S.H.D. advising that current plans would not leave an acre remaining in Block 13 and requesting that the off-ramp be moved South enough so that Block 13 would have an acre remaining so it would comply with one acre minimum for development in accordance with N.P.O. Policy No. 25.
July 11, 1979	Letter from Kenneth Rolfe, Regional R/W Supervisor denying my request. (Note "dogleg" in existing approved plans as a result of denying my request) Why?
Aug. 23, 1979	Letter from Marvin G. McEldowney, Regional Appraiser, O.S.H.D. transmitting "Preliminary, Subject to Change" right of way map "which shows the right of way change as it effects your property" - typical sample of the many changes over the years.

IRVING (IRV) LARSON
11720 SW 68th Ave. Tigard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

a member of
AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS
ASPC

Real Estate Broker and Investment
Property Management and Appraisal

Oct. 23, 1979 Our letter to O.S.H.D. offering to trade our 100' x 100' 10,000 sq. ft. for their surplus land in the Northwest corner of Block 14

Oct. 25, 1979 Kenneth Rolfe's letter stating . . . "There is a possibility this can be done after the Engineering Department is fully satisfied none of the property will be needed". . . . . "Possibly we will be in a position to discuss this when we commence negotiations with you for your property, which I hope will be in the next two weeks".

March 20, 1980 John E. Baker, Right of Way Agent, O.S.H.D. offer:

File 50345 to Irving L.& Jennie E. Larson For takings and damages to remainder in Blocks 8, 9, 13 and 14	$50,500
File 50346 to Jennie E. Larson For takings and damages to remainder in Block 8	$ 3,300
File 50347 to G. Burton & Ramona E. Wood and Irving L. & Jennie E. Larson	$34,400
O.S.H.D. Total Offer:	$88,200

File 50347 is a "total take" of 12,500 sq. ft. which computes to an offer of approx. $2.75 sq.ft.

I do not have access to the O.S.H.D. appraisals supporting these offers, but apparently their appraisers have not considered the gross damages to the remainder of 36,616 sq.ft. in Block 13.

File 50345 involves six parcels in Blocks 8, 9, 13 and 14 totaling 16,386 sq. ft., permanent slope easements in Blocks 8 and 9 plus damages in Block 9 because road construction at stations 57 and 58 will result in the property being 6 ft. below grade with impossible access and gross damage to existing average quality concrete block residence with daylight basement. Remainders of our land in Blocks 8, 9 and 13 will be irregular shapes.

File 50346 involves two parcels in Block 8 totaling 859 sq. ft. plus damages to the remaining 69,141 sq.ft. owned by members of the Larson Joint Venture because of reduced size and irregular shape.

IRVING (IRV) LARSON
11720 SW 68th Ave. Tigard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of Red Tape in Government

a member of
AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

Mar. 31, 1980 Our letter to O.S.H.D. offering to settle all Files for $205,100 plus trade. We offered to let O.S.H.D. and/or its highway construction contractor use the "now designated surplus land" until construction is completed without charge providing the O.S.H.D. and its construction contractor(s) assume all liability.

April 21, 1980 Our letter to O.S.H.D. Attn. J. B. Boyd, Right of Way Manager again offering to trade and settle for $184,590. (This offer of settlement by us was for land and damages in Blocks 8, 9, 13 and 14 Files 50345, 50346 and 50347) It claimed a maximum of $6.30 per sq. ft. for takings in Blocks 8 and 13 and nothing for land taken in Block 9. In that letter we asked damages and slope easements for all files of only $61,778 (included in the $184,590). We also reminded the O.S.H.D. of our negotiations with QUALICO Construction Co. to build a $9,000,000 to $10,000,000 Office Complex in the remainder of Blocks 7 and 8 using also Blocks 13 and 14.

May 9, 1980 I stopped in Mr. Boyd's office in the Oregon Department of Transportation Building in Salem to make inquiry about whether a decision had been made about the "trade" of State surplus land for our 10,000 sq. ft. facing S.W. 66th Avenue in Block 14. Mr. Boyd was out of the office. Mr. Rod Henry, Assistant Right of Way Manager stated that he "knew all about it". He stated that the O.S.H.D. may need more right of way than now planned. (This comment is contrary to Mr Boyd's statement several weeks ago that Right of Way plans for the project are now final!) Mr. Henry also stated to me: "You expect us to make you rich".

May 7, 1980 We petitioned Washington County to vacate S.W. 67th Avenue South of S.W. Clinton Street to the proposed O.S.H.D. off ramp from I-5 to S.W. 68th Avenue. It was hoped that this approximate 9,750 sq. ft. could be added to the remaining 36,616 sq. ft. in Block 13 thereby eliminating our need to claim damages from O.S.H.D. because the remainder in Block 13 would not have an acre in accordance with N.P.O. Policy No. 25

VING (IRV) LARSON
11720 SW 68th Ave. Tigard, Ore., 97223
Phone: Area (503) 639-1497

Consultant for the Minimization of Red Tape in Government

a member of
AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS
ASPC

Real Estate Broker and Investments
Property Management and Appraisals

May 16, 1980 Kenneth Rolfe, Regional R/W Supervisor, State Highway letter to Roger Shogren, Department of Public Works Washington County protests vacation of "that portion of 67th Avenue at this time". The letter also states "As soon as this project is completed, we would have no objections to this vacation. As adjacent property owners, we would expect half of the street would go to State ownership".

May 20, 1980 Washington County letter from Roger Shogren, Engineering Technician reviewing our vacation proposal and the fact that it will probably fail due to the continued O.S.H.D. planning limbo in the area and offering to refund our filing fee.

May 20, 1980 Kenneth Rolfe, Regional Right of Way Supervisor Oregon State Highway Division, stated that he thinks all the property being taken by the Oregon State Highway Division in the area should be appraised as residential property.

My first question after that comment would be: "If its residential why would Allstate Insurance Co. want to buy property in Block 13 (S.E. corner of S.W. 68th Avenue and Clinton St.) for a regional office in 1972?" Why would Qualico Const. Co. offer 60¢ per square foot per year for lease of land for office buildings in the same area? Landmark Ford sales agency has existed in the same "super-block" joining our property for more than 12 years. Architectural offices are now located in Block 7 North of Clinton Street. There has never been any objection to commercial development in the area or to the Comprehensive Plan of "Office Park" between Farmers Insurance Co. and Oregon Education Association complex and between S.W. 68th Avenue and Interstate 5.

May 21, 1980 We offered to settle File 50347 12,500 sq. ft. in Block 13 @ $6.00 per sq. ft. providing we were paid $75,000 prior to the end of May 1980. We received no reply from the O.S.H.D.

also on
May 21, 1980 (both hand carried to Mr Boyd's office in Salem by Jennie E. Larson) her offer to settle File 50346 involving two takings totaling 859 sq. ft. @ $6.00 per sq. ft. plus damages on the remaining approximate 69,000 sq. ft. in Block 8 @ 10¢ per square ft. because of odd remaining shaped area. Total offered to settle for land taken and damages File 50346: $12,054

File 50346 data above is from memory. We've lost our copy, but any amount in the $12,000 range will be satisfactory and will include $500 damages to each of our two daughters who own property in Block 8 and are partners in the Larson Joint Venture.

Jennie E. Larson received no reply from the O.S.H.D.

IRVING (IRV) LARSON
11720 SW 68th Ave. **Tigard, Ore., 97223**
Phone: Area (503) 639-1497

Consultant for the Minimization of Red Tape in Government

a member of AMERICAN SOCIETY OF PROFESSIONAL CONSULTANTS ASPC

Real Estate Broker and Investment Property Management and Appraisal

June 2, 1980 Mr. Boyd was "out" as per usual. I left the following note in his office:

"Reference is made to Mr. Henry's letter dated 5/13/80 to me re File 50345. We still have not been furnished "firm" construction plans for our appraiser. We are willing to donate the land needed in Block No. 9 per plans received in March 1980. Its the damages to remainders in Blocks 9 and 13 that concerns us. What can we do to expedite settlements by O.S.H.D. Files 50346 and 50347? Dr. Wood and his wife (Co-owners file 50347) are getting very unhappy!
s / Irv "

June 9, 1980 Mr. Henry stated that we should furnish more compareable sales in the immediate area. My question to this would be: How can we furnish sales of compareable property in the immediate area if there are none?

SUMMARY

In 1964 the O.S.H.D. bought or took possession of property on all four sides of our 100' x 100' site in Block 14 and therefore stopped us from ever being able to buy sufficient land for logical development. This O.S.H.D. land on three sides was never used for highway construction and possibly never will be used for highway construction. The O.S.H.D. procedures followed in the area for many years have prevented us from doing anything logical with our property.

Now the State wants to take so much land from us in Block 13 that the remainder will be worthless. The State has refused to trade property so we could vacate S.W. 67th Avenue and have sufficient land to qualify with the requirements of N.P.O. Policy No. 25.

Instead of the State cooperating with us now so we can go ahead with a much needed development they want to buy more land and/or acquire land by "vacation" of S.W. 67th Avenue at some indefinate date in the future "when the construction project is completed" which may never happen.

Our plan would put O.S.H.D. surplus land back on the Washington county and city of Tigard tax roles and allow us to again carry on in an orderly manner. The delay of the O.S.H.D. construction would have nothing to do with our going ahead with our plans. We need the income from our proposed development to pay for sewers to the area.

[illegible], 1980

R. N. EOTHMAN

I STILL HAVE INFORMATION FROM O-DOT AS TO WHAT AND WHO THE $150,000 AS FOR PAID TO US 1980-1983

IRVING LARSON'S EXPENSES ONLY
CAUSED BY OREGON STATE HIGHWAY DIVISION, OREGON DEPARTMENT OF TRANSPORTATION AND OREGON ATTORNEY GENERAL OFFICE IN THE AREA OF I-5 & HAINES RD. EXIT #293

	Initials	Date
Prepared By	I.L.	9/1/86
Approved By		3/[illegible]/87

		"IRV" LABOR @ $37.50 PER H.R.	MILEAGE @ IRS OR LESS	TEL.	MISC.	PER DIEM	INTEREST	APPRAISALS	Attorney Fees	TOTALS
	1975:									
	1976:	$ 4,293.75	$ 190.65	$ 110.01	$ 25.00	$ 369.23	$ 2576.23 Labor $ 114.37 Mileage $ 61.[illegible] Tel. $ 231.57 Per Diem $ 13.00 Misc.			$ 7981.95
BASED ON 25% OF YEAR 1980										
	1977:	$ 4,293.15	$ 190.65	$ 110.17	$ 25.00	$ 369.23	$ 2061.00 Labor $ 91.51 Mileage $ 32.54 Tel. $ 177.23 Per Diem $ 12.00 Misc.			$ 7383.30
BASED ON 25% OF YEAR 1980										
	1978:	$ 8,587.50	$ 381.30	$ 220.18	$ 50.00	$ 738.46	$ 3011.80 Labor $ 133.27 Mileage $ 79.46 Tel. $ 265.85 Per Diem $ 16.00 Misc.			$ 13569.32
BASED ON 50% OF YEAR 1980										
	1979:	$ 12,881.25	$ 571.95	$ 330.27	$ 75.00	$ 1107.69	$ 3091.30 Labor $ 137.27 Mileage $ 79.26 Tel. $ 265.85 Per Diem $ 16.00 Misc.			$ 18558.04
BASED ON 75% OF YEAR 1980										
AUDITED BY IRS	1980:	$ 17,175.00	$ 762.60	$ 449.2[illegible]	$ 100.00	$ 1476.92	$ 2848.88 Labor $ 134.20 Mileage $ 75.51 Tel. $ 265.27 Per Diem $ 17.00 Misc.	$ L. MONSEATA 1000.		$ 24295.7[illegible]
AUDITED BY IRS	1981:	$ 34,125.00	$ 1910.00	$ 385.47	$ 88.76 $ 183.71	$ 618.50	$ 1357.51 Labor $ 93.16 Mileage $ 21.33 Tel.	$ R.J. FRANK 2031.50		$ 40815.14
DOCUMENTED:	1982:	$ 33,937.50	1381.40	$ 447.00	$ 770.82	$ 1395.00	$ 29710.59	$ 2551.25		$ 70195.56
DOCUMENTED:	1983:	$ 31012.50	$ 2007.00	$ 415.95	$ 644.98	$ 1395.00	$ 28698.82	$ 200.00	$ 9932.77	$ 74989.12
Sub-Totals:		$ 146,306.25	$ 7395.53	$ 2459.41	$ 1962.37	$ 7455.03	$ 75794.04	$ 6482.75	$ 9932.77	$ 257788.17
DOCUMENTED:	1984:	$ 6,450.00	$ 271.40		$ 2195.16		$ 52556.00			$ 61472.56
Sub-Totals:		$ 152756.25	$ 7666.95	$ 2459.41	$ 4157.53	$ 7455.03	$ 128350.04	$ 6482.75	$ 9932.77	$ 319260.73
DOCUMENTED:	1985:	$ 7087.50	$ 662.13		$ 2.35		$ 65112.00			$ 72863.98
SUB-TOTALS		$ 159843.75	$ 8329.08	$ 2459.41	$ 4159.88	$ 7455.03	$ 193462.04	$ 6482.75	$ 9932.77	$ 392124.71
	1986:	$ 5737.50	$ 332.01		$ 9.74		$ 58275.00			$ 64354.25
SUB-TOTAL		$ 165581.25	$ 8661.09	$ 2459.41	$ 4169.62	$ 7455.03	$ 251737.04	$ 6482.75	$ 9932.77	$ 456478.96

9615

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-6(64)295
N. Tigard Intchg.-S. Tigard Intchg. Sec.
Pacific Highway (I-5)
Multnomah, Washington, and Clackamas Counties

Date: June 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The preliminary layouts and other information submitted with Mr. Hart's June 4, 1980, memorandum has been reviewed and found acceptable.

G. L. Green

RECEIVED
STATE HWY ENG'
JUN 12 '80
REFER TO
Hart
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

6/13

R

Form 81-734-3419 96 15

1-5

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To J.H. VERSTEEG - ROAD DESIGN SECTION

File No. 50162-Donaca

From Kenneth Rolfe - REgion I R/W - Milwaukie

Date 5/28/80

Subject N.Tigard-S.Tigard Interchange
Pacific Highway
Multnomah County

1 Versteeg H
5 Anderson
Christensen
? 2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
MAY 29 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a letter from Bob Holland requesting that Design take a look at this file to determine the possibility of eliminating the taking or possibly changing it to an easement.

Please advise Bob Holland what you determine to be necessary.

Ken Rolfe

Holland's sec. advised 6/2/80
Ken Rolfe advised 6/2/80

SP*27706-734

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

May 20, 1980

Lou Grothaus
Regional Right of Way Supervisor
State Highway Division
5821 N. E. Glisan
Portland, OR 97213

Re: Department of Transportation v. Donaca
File No. R-50162 and L-7827

Dear Lou:

I have had a conversation with Mr. Tom Gerber who is the attorney for the property owners in the above-entitled case. He advises me that the substance of their claim against the State involves the acquisition of right of way from their property to change it from a dead-end street to the major access to a subdivision nearby.

The flow and routing of traffic is regulated under the police powers of the State and the owners should not be able to claim damages because of this change. However, there is a tenuous line of authority that holds that where right of way is actually taken from the owners, they can make a claim for a reduction in fair cash market value because of the noise.

This is not a case where we would like to challenge the owners all the way to the Supreme Court. Therefore, I would appreciate it if you would have the engineers review this file from the standpoint of eliminating the necessity for twenty-six square feet of right of way. If the right of way is not vitally needed, the claim will certainly be defeated in the trial court.

With respect to the easement sought to be acquired, we believe that this presents a different matter. The owner should only be allowed to claim damages which flow from the actual easement area. A claim for noise damage would not result from the acquisition of the easement.

RECEIVED
MAY 21 1980
Metro R/W Dept.

Revise to eliminate fee taking of 25 ft² —
Curb radii were all previously revised to 15' Radius —
R/W not revised to match since acquisition was in progress. 6/2/80

Please let me know if the Complaint can be amended to eliminate the taking of twenty-six square feet for right of way purposes.

Thank you for your cooperation in this matter.

Very truly yours,

Robert A Holland/jd

Robert A. Holland
Assistant Attorney General

jd

9615

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(70)293
Capitol Hwy-S. Tigard Interchange
Washington County - File 50194
(R/W Mgr. Boyd's ltr of 2-27-80)

Date: May 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR.1

To: Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

NOTED
H. S. COULTER

We have reviewed the additional sales information and analysis provided by Mr. Boyd's letter in support of the $52,000 previously established as just compensation for the acquisition of right of way from file 50194.

The additional data and analysis does not adequately address the property's location or the shape of its site; however, we agree that $56,000 was possibly within the realm of market value for the total property. Since the acquisition of the property resulted in a replacement housing payment to the owner occupant, the net effect of the actual acquisition payment was negated. Federal participation can now be claimed in the total acquisition costs of the subject file.

GLGreen
G. L. Green

cc:
OSHD (J.B. Boyd, R/W)
OSHD (E.S. Hunter, Tech.Svcs)
OSHD (D. Luth, R/W)
OSHD (F. Lowe, R/W)

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info Invest.

9215

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(70)293
Capitol Hwy.-So. Tigard Interchange
Washington County - File 50191
(R/W Mgr. Boyd's ltr of 3-26-80)

Date: May 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR.1

To: Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, OR

Our review of the additional market information and analysis provided by Mr. Boyd's letter in support of Mr. Webb's appraisal of the subject file resulted in the following findings:

1. We were unable to find supporting data which would indicate some of the adverse conditions associated with the subject property's specific location are overlooked by the market due to its general location.

2. We believe the additional sale information provided by the four-plex located at 4206 S.E. Powell offers a greater degree of comparability in respect to location than the sales relied on by Mr. Webb in his original appraisal. While generally agreeing with the comparison made between the sale property and the subject, the per unit value of the sale was $20,125, indicating a value of $17,600+ per rental unit for the subject property based on the analysis provided in the letter.

3. In our previous letter we stated that Mr. Webb's estimate of economic rent was unacceptable. This was because the rental data relied on did not provide adequate information on which to base adjustments for the differences in size, condition, location, garages, appliances and/or services supplied for the tenant.

4. The additional information provided in Mr. Boyd's letter in regard to rental increases at 11604 S.W. 62nd are not considered to be reflective of an open market situation. The owner of the property offered the tenants better management and a rebate of $100 if they would continue to rent until the Highway Division acquired the property which he estimated would take place within four months after the rent increase went into effect.

RECEIVED
TATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info

5. The relocation rent supplement computation for the tenants of the subject property was based on a rental unit superior to the subject's units which was available on the market for $199.50/month.

In conclusion, the data and analyses does not substantiate $65,600 as the value for the portion of the property required for the project. Our limiting of Federal participation to $57,600 was based on Mr. Bailey's opinion of value for the entire property of $60,000. Allowing the property owner the benefit of the doubt, the $60,000 appeared to be within the realm of market value for the whole property based on the data contained in the appraisal reportsof the subject property and other property on the project.

GLGreen

G. L. Green

cc:
OSHD (E.S. Hunter, Tech Svcs)
OSHD (J.B. Boyd, R/W)
OSHD (D. Luth, R/W)
OSHD (F. Lowe, R/W)

9615

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: AGR 4-2

May 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. I-5-5(70)293
Throughway Agreement
N. Tigard Interchange-S. Tigard Interchange
Pacific Highway, No. 1
Multnomah County

Attached are two conformed copies of a Throughway Agreement covering preliminary engineering, right-of-way acquisition, utility adjustments, construction and future maintenance responsibilities for that portion of subject section lying within Multnomah County.

An advance copy of this agreement was forwarded to you under the date of January 17, 1980.

Please give this matter your consideration and, if your concurrence is required, notify this office and original copies from the Oregon Transportation Commission files will be presented for the proper endorsements.

MCH:pf
Attachments

cc: E. S. Hunter
J. L. Sollis
✓Commission Services
Federal Aid Unit

RECEIVED
MAY [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 734-3122

9613

May 1, 1980

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97204

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 7236

Dear Mr. Domreis:

Attached for your files is a fully executed copy of an agreement covering construction of the North Tigard Interchange-South Tigard Interchange Section of the Pacific Highway in Multnomah County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

9615

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

April 4, 1980

MA PDM PDE TSE
ODOT - METRO
APR 8 1980
AMS PPS PPC FILE

Jon Rose, Federal Aid Specialist
Oregon Dept. of Transportation
Metropolitan Branch
5821 N.E. Glisan Street
Portland, OR 97213

Re: Your File No. 634-1934
(I-5) N. Tigard Interchange - S. Tigard Interchange (S.W. Hains St.)
Misc. Agreement & Contr. No. 7236

Dear Mr. Rose:

In response to your request of March 3, enclosed in triplicate, in the duly executed agreement between the State of Oregon Department of Transportation and Multnomah County for the improvement of the referenced (I-5) Interchange.

Upon execution by the State Highway Division, please return one fully executed copy of the agreement to this office.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Roy L. Bennett
ROY L. BENNETT
Office Engineer

RLB:ms

Enc. Agreement (tripl.)

From Metro JON ROSE
Date 4/8/80
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Here are 3 copies of the subject agreement, signed by County officials and approved by the Metro Administrator. Please forward for further action
Jon Rose

AN EQUAL

April 2, 1980

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7062

Board of County Commissioners
Washington County
150 N. First
Hillsboro, OR 97123

Attention: Barbara Cameron
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the North Tigard Interchange-South Tigard Interchange Section of the Pacific Highway (I-5).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. agree. att.)

9615

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURTHOUSE
1021 S.W. FOURTH AVENUE
PORTLAND, OREGON 97204

DENNIS BUCHANAN, District 1, 248-5220
GLADYS McCOY, District 2, 248-5219
DAN MOSEE, District 3, 248-5217
EARL BLUMENAUER, District 4, 248-5218
GORDON SHADBURNE, District 5, 248-5213

March 27, 1980

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

Finance Division
426 SW Stark Street
Portland, Oregon

Mr. Roy Bennett
Planning & Development
Engineering Section
2115 SE Morrison Street
Portland, Oregon

APR 4 11 13 '80

Dear Gentlepersons:

Be it remembered, that at a meeting of the Board of County Commissioners held March 27, 1980, the following action was taken:

Form of Order in the matter of the execution of an)
Agreement with the State of Oregon Transportation)
Department for the overstructure of SW Hains)
Street at I-5 and Tigard Interchange)

The above-entitled matter having come before the Board, and full consideration having been given thereto, upon motion of Commissioner Shadburne, duly seconded by Commissioner Mosee, it is unanimously

ORDERED that Multnomah County, Oregon, enter into the above entitled Agreement tendered to and before the Board this date, and that the County Executive be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Laura Hattery
Clerk of the Board

jm
cc: Budget

County Eng.
Eng. Sec.
Prog. Coord.
Traffic
Weigh. Insp.
Const. Eng.
Consult
Eng. Plan
Surv.
Supv. Clk.
File
Dir. Plan. Dev.
Des. Admin.
Opr. & Maint.
Accounting

1615

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1980

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd,
Right of Way Manager

SUBJECT: File 50191 - Price
North Tigard Interchange-South
Tigard Interchange Section
Pacific Highway
Multnomah County
FAP No. I-5-5(70)293

Your September 13, 1979 letter limited participation in this file to $57,100 because of the following reasons:

1. Sales used by Mr. Webb were not comparable to the subject property.

2. Economic rent assigned to subject by Mr. Webb was unacceptable.

We would like you to consider the following information in support of the appraisal review.

In regards to the comparable sales, Mr. Webb, in Item #20, indicated there was a general lack of recent sales which offered a good degree of comparability. Mr. Webb was aware of the sales used in the Bailey appraisal, but it was his opinion these sales did not compare with subject socially or economically. Subject property is located in a very desireable area for rental units. The Sylvania Center of Portland Community College, the largest in the system with about 7,000 full time equivalent students, is located just a short distance away. According to sources at the PCC Student Body Office, there are 15 to 20 inquiries each day regarding the availability of housing in the immediate area. Our Right of Way Agent working in the area reports contacts with several students who cooperatively rent apartments and who report a large demand for rental housing and a minimal supply within a reasonable distance to the Sylvania Center. Because of the strong demand for rental units in the area it appears possible

NOTED
F. B. KLABOE

and reasonable that some of the seemingly adverse conditions affecting subject property would be overlooked by the market.

As further market support for his value, Mr. Webb has submitted the sale of a fourplex located at 4206 SE Powell. SE Powell is one of the most heavily traveled streets in the Metro area. This sale transpired in January 1979, contained 290± square feet less area per unit, is about three years older than subject, has a basement area and was in need of interior decoration at the time of sale. This property sold for $80,500 or $25,100 per unit which is about $2,500 per unit more than subject is appraised for. This is understandable because of the somewhat superior physical condition of sale. Another sale reported in the original appraisal of Webb's sharing a similar "demand" potential as subject, is Sale #10. This sale, in March 1978, sold on the basis of $25,128 per unit after adjustment for time. This sale property is located near the University of Oregon Medical School where there is a large demand for student housing. The improvements on this sale are estimated to be about the same age as subject, they appear to have a slightly superior quality of construction and appear to have been better maintained than subject. This superior condition is again reflected in the near $2,500 per unit difference between subject and sale.

Regarding economic rent. Both appraisers, Webb & Bailey agree subject is not rented at its economic rent. Bailey's economic rent estimate is based on rents received from a duplex, two 15-unit complexes and one 10-unit complex. Bailey does not set forth a "unit of measurement" to estimate economic rent, but arrives at an amount ($185 per unit) by overall comparison. Webb's approach to this problem appears more logical and analytical. He takes nearby rental units, breaks the rent down to "cents per square foot" and draws his conclusions from those indications. He has found rents ranging from $0.30 - $0.35 square foot, but has adjusted downward to $0.24 square foot for subject because of per unit size. An extension of these per unit amounts equals Webb's $215 per month estimate. One of the comparables used by Webb is located at 11604 SW 62nd. This sixplex of small one bedroom units is adjacent to I-5 and is within the sphere of influence from PCC. This property was rented for $179.50 per month at the time of Webb's appraisal, but the owner has since increased the rent to approximately $215 per month or $0.41 a square foot. Based on the above data and consideration of this "strong demand" in the area for rentals, Webb's estimate of $215 per unit for economic rent does not appear unreasonable. Both appraisers present data from which an abstracted gross rent multiplier of 8.5 can be found. When applied to the gross economic rent of subject, the indicated value strongly supports the reviewed value.

In summary it appears the data presented in the appraisals coupled with the strong known demand for rentals in the area would tend to indicate the reviewed valuation of $65,600 is reasonable.

JBB:jh

bcc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
D. J. Luth

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FOR
Info R/D D/R Sign

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 13, 1979
In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-5(70)293
Capital Highway - S. Tigard Interchange
Multnomah County
File 50191 - Price

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the appraisals and appraisal review which established $65,600 as just compensation for the part required for right of way from the subject file. We found that the improved sales relied on by Mr. Webb did not display adequate similarities to the subject property in respect to type of neighborhood and proximity to high volume traffic to provide an adequately supported estimate of value. Also, we found Mr. Webb's estimate of economic rent to be unacceptable.

Federal participation in the acquisition cost of the subject file is limited to $57,600 based on the before value estimate by Mr. Bailey, which was found to have reasonable support.

G. L. Green
G. L. Green

cc:
OSHD (J B Boyd)
OSHD (E S Hunter)
OSHD (D Luth)
OSHD (F Lowe)

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March 25, 1980

TO: G. L. Green, Administrator
FHWA, Oregon Division

FROM: J. B. Boyd, Manager
OSHD, R/W Section

SUBJECT: Files 50345, 50346, 50347 - Larson
N. Tigard Int.-S. Tigard Int. Sec.
Pacific Highway
Multnomah County
FAP #I-5-5(70)293

NOTED
S. COULTER

Your letter dated March 17, 1980 expressed concern over our method of appraisal review on the above parcels, specifically the combination of various Larson family ownerships into a single ownership for negotiation purposes. You suggested we seek legal advice before proceeding with the acquisition process. We have sought and received legal advice from Jack Sollis, Chief Counsel. On the basis of this advice we have prepared revised reviews and extended an offer for each individual ownership.

JBB:ob
bcc - Jack L. Sollis
R. J. Henry
Douglas Luth
Ken Rolfe
F. B. Klaboe
E. S. Hunter

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Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(70)293
N. Tigard Interchange -
S. Tigard Interchange
Files 50345, 50346, 50347, Larson

Date: March 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

The State's appraisal reviews on these files, dated March 7, 1980, indicate that the titles are under various individual ownerships in the Larson family. Furthermore, the properties are not contiguous in all cases.

The reviews indicate that an assumption was made that the various individual ownerships in the Larson family could be combined into a single ownership, but that if this was not the case the reviews should be disregarded because valuations of these takings individually would be smaller.

As a basis for Federal participation, the State - before proceeding further with negotiations - should secure written legal advice from its counsel as to whether or not there is unity of title and use. Otherwise, the assumptions made in the review appraisal would not be correct.

✓ We request that we be advised concerning this matter.

G. L. Green

cc:
OSHD (Mr Boyd, R/W)
OSHD (Mr Luth, R/W)
OSHD (Mr Lowe, R/W)
OSHD (Mr Sollis,Asst Atty Gen)
Mathias - 2

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STATE OF OREGON   INTER-OFFICE MEMO

TO: D. H. MOEHRING
Project Management

DATE: February 28, 1980

[illegible]

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: PROPOSED SIX YEAR HIGHWAY IMPROVEMENT PROGRAM

I've just reviewed Bob Bothman's February 25 letter to you regarding the Region's priorities for the proposed Six Year Program.

Bob's letter followed a meeting between he, Don Adams, and I, at which time we discussed the Region's priorities for projects and I am in agreement with his comments with one exception.

From my perspective the Region's top Interstate project should be the N. Tigard-S. Tigard project, as opposed to the Jantzen Beach-Delta Park Interchange. Both are extremely important for the safe and efficient operation of the Interstate system through Portland, however, I view the Tigard project as more critical. We have a severe problem there with overturned trucks on the southbound downgrade, which cause massive traffic backups. Additionally, this is a "bottleneck" section where we narrow from six lanes to four lanes through about a one mile section. The project is virtually ready for PS&E and should be pushed vigorously.

Jantzen Beach-Delta Park Interchange section is very troublesome to us because of several operational problems. We have, however, recently completed a project to increase the safety of the median railing, which should eliminate the severe accidents which we've had there recently. This section suffers from capacity deficiency which needs to be corrected, but in my view does not have the accident problem that the Tigard project has.

Other than the above, I agree with Mr. Bothman's priorities for the upcoming Six Year Program.

ELH/cr
cc F. B. Klaboe
   H. S. Coulter
   L. W. Rulien
   R. N. Bothman

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February 27, 1980

TO: Mr. G. L. Green, Administrator
FHWA Division

FROM: J. B. Boyd, Manager
R/W Section, OSHD

SUBJECT: File No. 50194 - Lloyd
North Tigard-South Tigard Interchange
Pacific Highway
Multnomah County
FAP No. I-5-5(70)293
Your reference HRW.1-OR

This letter is in response to your September 14, 1979 memo limiting your participation in our acquisition cost of this file to $46,600 based on an appraisal prepared by Mr. Gail R. Webb. In analyzing this problem it appears to be a question of accepting the $56,000 before value reported by Mr. M. O. Gainer, MAI, or the $50,000 before value reported by Mr. Gail R. Webb. After analysis of additional sales submitted by Mr. Gainer and reanalysis of the sales contained in Mr. Webb's appraisal, we feel our review appraisal and the subsequent optioned price of $52,000 is reasonable.

Mr. Gainer's appraised before value is $36.86 per square foot of subject dwelling area. The seven improved sales used by both appraisers in making these appraisals range from a low of $30.38 a square foot to a high of $46.45 per square foot of dwelling area. Mr. Gainer's Sales 9, 10 and 11 all occurred in the early part of 1979, nearly the same time that he prepared his appraisal. They are all highly comparable to subject with the exception of the total floor area. Subject has 1,519± square feet vs. approximately 12-1300 square feet for the comparables. These three comparables as could be expected, reflect the highest per unit sales price of all comparables used. This is understandable because of the smaller number of square feet in each unit. On the other hand Mr. Webb's four comparable sales, all taking place in late 1978, approximate subjects total floor area, thereby reflecting a lower per unit rate ranging from a low of $30.38 per square foot for Sale 5R, to a high of $41.47 a square foot for Sale 7R. Sale 5R ($30.38 a square foot) was in poor condition inside at the time of sale. It was purchased as a "fixer upper" with the idea of reselling it for $55,000 to $57,000 which could reflect a revised per unit value of $39.36 per square foot. Probably the most comparable of all sales was Webb's Sale 8R. 8R sold for $55,500 in September 1978. Applying an adjustment for time the updated sales price would be approximately $60,000 at the time of the appraisal. Sale 8R was a four bedroom, bath and a half, six-room house contrasted to subjects three bedroom, two bath and six rooms. It had approximately the same number of square feet.in the improvements and is located on a lot comparable in size to subject. It was built about the same year but has no basement where subject has nearly a 700 square foot basement. Sale 8R also is subject to some freeway influence, primarily noise. Its adjusted per unit sales price was nearly $38 a square foot compared to the $36.50 per square foot that Mr. Gainer established for subject.

Confronted with this abundance of sales data it appears to me that Mr. Gainer's appraisal of $56,000 for the before value is at or near the top of the market per subject and that the property owner should be given the benefit of the doubt as to Mr. Gainer's judgment. Now that we have established that Mr. Gainer's before value is reasonable, the allocation process to land and buildings is rather simple. Both appraisers are within 12¢ of each other on their per unit land value cost. Mr. Gainer is at $2 a square foot vs. $2.12 a square foot for Mr. Webb. Either could be right. If you were to use the $2 a square foot for the land area as indicated by Mr. Gainer and subtract this from the before value of $56,000 you would come up with $32,432 for the improvements. If on the other hand you were to use Webb's land value of $2.12 per square foot subtracting this from our before value of $56,000 would leave you a building residual of about $31,020. Very close.

I, therefore, conclude that Mr. Gainer is reasonable and within the realm of the market value of subject property and is worthy of your maximum participation.

Attached to this letter for your information are three additional Sales Nos. 9, 10 and 11 submitted by Mr. Gainer, after receipt of your September letter.

JBB:DJL:ob
Attachments
bcc - F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
Dave Moehring
Vern Skoog

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February 26, 1980

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7240

Gentlemen:

Attached for your records is a fully executed copy of an agreement (letter-form) for the closure of Douglas Street to permit construction of the North Tigard Interchange-South Tigard Interchange Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50192	Fitzwater, Bruce E. & Millicent M.	$ 1,900.00
50356	Johnson, Boyd D. & Donna R.	1,150.00
50597	Gagnon, Betty Jean	110.00
50685	Blischke, Sam & Reba Lee	3,450.00
	4 Transactions	$ 6,610.00

(2) Letter-form agreement with Clackamas County for the closure of Douglas Street to permit construction of the North Tigard Interchange-South Tigard Interchange Section of the Pacific Highway (I-5). (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 6 day of February, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-1-80

I 5
2

STATE OF OREGON
ROAD DESIGN 378-6558

INTERՕFFICE MEMO

TO: Memo to the File

DATE: February 15, 1980

FROM: Don Stoudenmeyer
Donald Stoudenmeyer
Final Design Supervisor

SUBJECT: N. Tigard Intchge.-S. Tigard Intchge. Sec.
Pacific Highway
Mult., Wash., & Clack. Counties

A plans-in-hand review on the subject project was held in the Region I office at 9:00 a.m. February 12, 1980. The following attended:

Don Stoudenmeyer	Final Design
Ollie S. Sacre	Final Design
K.D. Limbocker	Metro
John Tindall	Bridge Design
Wally Bryant	FHWA
Paul Galloway	Specs
Ed Hardt	Region I
Carl Williams	Construction
Bud Broderick	Ass. Resident Engr.
Paul Barnhart	Resident Engr.
Bill Geibel	District Engr.

Region stated that the drain pipe detail shown on sheet 2K does not work. A meeting is scheduled in the near future to resolve this problem.

Region was asked if they thought the detention basin should be fenced. Their reply was negative.

Region requested that the slide gate on sheet 2N have an 18-inch hold cut in it, rather than leaving it open the equivalent of an 18-inch pipe.

Region requested the mounting bracket for glare screen on sheet 2Q-3 be revised to that used on the Slough Bridge job on I-5.

Region requested an earth mound between the northbound on and off ramps in the Haines Interchange for headlight glare. There is excess excavation in the area, so this will be no problem to construct.

The staging was discussed and it was decided to have another meeting on this after the TP&DT has been added.

It was requested that the sections for staging be placed on the sheet facing the staging. This will be done.

Region asked that the earthwork be shown by stages. ✓

1 Versteeg ✓
Anderson
Christenson
3 Olson
2 Sullivan
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Region asked if the temporary pavements were going to be recycled. This will be studied.

Region asked that we look into drainage in relation to staging. We will do so.

We asked if Region wanted sediment fences shown on the plan. They decided the item should be shown on sheet 3 along with other erosion control, and not at any location on the plans.

The District Engineer asked that a turn around through a locked gate be provided between Barbur Boulevard and the freeway north of the No. Tigard Interchange for emergency use. This area will be filled with waste material and the access can easily be provided.

It appeared there is solid rock east of the highway at the "A" line and Barbur structures. Fred Yarbrough will check this out and recommend what slope can be used.

DNS:cj
cc: Participants

96-5

WASHINGTON COUNTY

Inter-Department Correspondence

Date February 14, 1980
For Meeting of: February 19, 1980

To : The Honorable Board of County Commissioners

From : Director of Public Works

Subject : Through Way Agreement, North Tigard-South Tigard Interchange Project

The Oregon Department of Transportation is completing plans to reconstruct Interstate 5 between the North Tigard interchange and the South Tigard interchange. The State will be acquiring all the necessary right-of-way and they will be letting the contracts for the construction. As this is an interstate highway, the State will be paying the local share of this project. As the County has jurisdiction over several of the roads that are adjacent to this project or crossing this project, the State is asking that we agreee to take over maintenance of the new construction of the county roads upon completion of the project. The County will also be agreeing to vacating portions of county right-of-way that would be lying within the new boundaries of the throughway as well as agreeing to the closure of those roads which are shown on the attached plans. These new road connections and road closures were addressed in an environmental impact statement and then presented at a public hearing several years ago. This new construction will occur at no cost to the county.

RECOMMENDATION: Your Board authorize the Chairman to sign the prepared agreements with the Oregon Department of Transportation.

Respectfully submitted,

Larry Rice

Larry Rice

LR:MAB:ja

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-95
DATE 2-19-80
BY BARBARA CAMERON
CLERK OF THE BOARD

9615

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-6(64)295
N.Tigard-S.Tigard Interchange Section
Salvage of Guardrail and Sign Bridge

Date: February 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

For the reason outlined in Mr. Christensen's January 31, 1980 letter we concur that it is in the public interest to salvage the existing metal median barrier, portions of the existing guardrails, and the existing sign bridge as requested.

G.K. Hassner
for G. L. Green

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Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 16-1

January 31, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Green:

N. Tigard Interchange-S. Tigard Interchange Section
Pacific Highway
Multnomah, Washington and Clackamas Counties

We propose to require the contractor on the project to remove the existing metal median barrier and portions of the existing guardrails. The contractor will be permitted to use any part of the removed material which meets current standards in the construction of new guardrail. It is anticipated there will be an excess of 8,270 feet of guardrail.

We will specify the unused rail members, posts and hardware remain the property of the State. The contractor will stockpile the salvaged material in the Taylors Ferry Road Maintenance Yard.

The project will be credited in the amount of $0.06 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.025 per pound.
2. Extra cost to the contractor for hauling and stockpiling in the maintenance yard = $0.035.

The salvage value of twenty-year old posts is considered to be $0.50 each. We estimate about 50% of the posts will be reusable.

The estimated quantities and costs are:

Guardrail and hardware	
88,140 lbs. @ $0.06	$5,288.40
Guardrail posts	
330 @ $0.50	165.00
TOTAL	$5,453.40

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

We also propose to require the contractor on the project to remove the existing sign bridge at Station 396+75. The contractor will be required to stockpile the sign bridge at the Milwaukie Maintenance Yard. The project will be credited with $0.185 per pound. Total amount to be credited for stockpiling the sign bridge will be $0.185 x 20,000 for a total of $3,700.00

Initially, the project will be credited for $9,153.40. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

This proposal has been discussed and tentatively approved by Mr. Bryant of the Federal Highway Administration.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DNS:ja

bc E. S. Hunter ✓
D. H. Moehring
D. E. Swan
Ed Hardt
Jack Sullivan
Donald Stoudenmeyer

I 5
2

Foundation Report
Uxing Barbur Blvd., Br. 7758C
Uxing "A" Leg, Br. 7758D
N. Tigard Intch.-S. Tigard Intch. Sec.
Pacific Highway, I-5
Washington County

Location

Three existing overcrossing structures located at the intersection of Pacific Highway, I-5 and Pacific Highway West (Barbur Blvd.) just east of Tigard will be replaced by two lengthened structures in conjunction with widening the Pacific Highway. This location is in the NW 1/4 of Sec. 31, T. 1 S., R. 1 E., W. M.

Site

Two structures presently carry Barbur Boulevard over the Pacific Highway, presently called Barbur Blvd. Uxing Bridge 7758 and Pacific Highway West Oxing of N. Tigard Intch. "A" Line, Bridge 7758A. These two structures are tandem and will be replaced by a single structure, Uxing Barbur Blvd. Br. 7758C, parallel to and immediately south of the existing structures.

The third existing structure, Pacific Highway Uxing of N. Tigard Intch. "A" Line, Bridge 7758B, is approximately 300 feet to the south of the Barbur Blvd. structures and will be replaced by a lengthened structure, Bridge 7758D, immediately south of the existing

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The Pacific Highway passes through cuts in a hillside in this area, allowing passage of the highway under the structures which are constructed with roadway grades near original ground line, requiring only minor cuts and fills at the structure ends. The upper ground surface in the area is generally silty clay covered by grass, brush and trees, with scattered outcroppings of basaltic and lava rock. These rock outcroppings are also visible in scattered locations in the roadway cut slopes, especially massive basalt visible at the east end of Uxing of "A" Leg structure (see photographs - Appendix).

Numerous overhead and underground utilities are indicated in this area. Because of the complexity of roadwork and other construction to be done on this project, it is assumed that utility line adjustments will be performed in conjunction with the other phases of the work.

Foundation Material

"As Constructed" data on the existing structures has provided considerable foundation information for the proposed project, although there was apparently some discrepancy in identification of rock types in the area in old test holes, ranging from sandstone, decomposed rock, basalt, lava, through rock decomposed to clay. However, inspection of the site and recent test holes indicate the rock masses to be jumbled and all of these various materials may be encountered in excavation.

Information from data from the existing Barbur Blvd. structures (see Foundation Data Sheet, Barbur Blvd. Uxing - Appendix) indicates a fairly uniform upper surface of hard basaltic rock, encountered near elevation 411± at the easterly end of the proposed new structure and sloping gradually downward to near elevation 400± at the westerly end (Test Hole TB-548). From 7 to 9 feet of decomposed and broken rock bound in clay appears to overlie the basalt throughout the area, with clayey silt extending upward from this layer to the ground surface. Variations in elevations of the existing structure footings indicate some variation in quality of material encountered, probably pockets of softer material requiring removal and the natural unevenness to be expected in the surface of a rock mass.

The upper surface of the rock apparently slopes upward to the south, visible as massive hard basalt rock in the cut under the easterly end of the Uxing "A" Leg structure and protruding above the ground and structure adjacent to and south of that end bent (see photographs) near elevation 415±. At the westerly end of the proposed structure, at Test Hole TB-549, hard vesecular basalt was encountered only 6 feet below the ground surface at elevation 420. It is noted that rock penetrated by this test hole varied in layers of hard vesecular basalt to broken decomposed rock in silty clay, all underlain by sandstone below elevation 388.

An inclined layer of sandstone also is visible as an outcrop in the westerly roadway cut between the Barbur Blvd. and "A" Leg structures, further indication of the non-uniform scattering of rock types and qualities to be expected in this area.

Foundation Recommendation

Spread footings are recommended for support of all bents of both structures. It is anticipated that rock in some form will be encountered at elevations at or above the footing elevations required by construction (below adjacent roadway elevations, beam seats at end bents, et cetera) with the depth of the footings controlled more by those requirements than by quality of foundation material.

Since the rock quality may vary within a relatively small area from hard basalt to decomposed and broken, an average maximum design footing load of 5 tons per square foot is recommended, thus allowing for poorer material which may be encountered. Pockets of clay or silt may be encountered and should be removed down to competent material. Such pockets may be backfilled with suitable well-graded broken rock or with concrete, as field conditions warrant.

It is anticipated that some areas of hard basalt may require blasting for excavation and removal. Suitable precautions and protection of traffic will be required.

The following footing elevations are approximate only and may be adjusted downward as necessary for construction. Some upward adjustment may be allowable if the footing is still in contact with rock.

Barbur Blvd. Uxing, Br. 7758C

Bent	Approx. Sta.	Bottom Ftg. Approx. Elev.
1	"BB"186+86	405
2	188+23	405
3	189+18	390
4	190+32	389
5	191+47	398
6	192+07	408
6 (alternate)	192+07	415(2 ton/ft.^{2} see following)

At Bent 6, lower footing loads may allow establishment of spread footings in the dense clay and decomposed rock near elevation 415 at average footing loads up to 2 tons per square foot, thus saving some excavation costs.

An alternate to this would be the use of point bearing steel H piles driven to contact with underlying solid basalt near elevation 400 but would be the only piling required in either structure in this interchange. However, if this structure is contracted in conjunction with the Haines Road Uxing, Bridge 7726A, which also requires one bent of piling, this may be a desirable alternate.

Either HP10x42 piles driven to 70 tons bearing each or HP12x53 piles driven to 90 tons bearing each will be suitable for this purpose. An estimated pile tip elevation 395 will be similar for either type of pile used, with the cutoff elevation dependent on the final bent design. Pile tip reinforcement is recommended, either standard reinforcement or commercially available cast steel tips.

"A" Leg Uxing, Br. 7758D

Bent	Approx. Sta.	Bottom Ftg. Approx.Elev.
1	"A"408+20	403
2	409+00	385
3	410+25	395
4	411+35	388
5	411+90	408

It is anticipated that considerable hard rock will be encountered in excavation for footings at this site, although some areas of decomposed rock and broken rock in clay are to be expected. Some variation in final footing elevations as required by field conditions should be anticipated.

Jack Davis
Foundation Engineer

JLD:dh
2/5/80

9-15

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

February 5, 1980

MA PDM PDE TSE SPC
ODOT - METRO
FEB 12 1980
AM PPS
FILE: T/A

Mr. Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
5821 NE Glisan Street
Portland, OR 97213

RE: Proposed Agreement
I-5 (N. Tigard Interchange - S. Tigard Interchange)

Dear Sir:

We are returning four copies of the above agreement, inasmuch as this area has recently annexed to the City of Portland.

The only road under the County's jurisdiction in the area affected by your proposed construction is Haines Road. Since annexation, the County has no authority to take over Southview and 62nd Avenue, and it would be our suggestion that the City become a party to the agreement, whereby they would assume jurisdiction of these two streets for maintenance purposes.

If you have any questions, please do not hesitate to call.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

ROY L. BENNETT
Office Engineer

RLB:im
Encl. Agreement in quadr.

9615

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(33)
N. Tigard - S. Tigard Interchange
Bridges No. 7758C and 7758D

Date: January 30, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We are in the process of reviewing the Barbur Blvd (Br. No. 7758C) and the A Line (Br. No. 7758D) undercrossing structures. There are several items that should be included in your submittal to enable our Region Office and us to complete the review. These items are:

1. One additional submittal.
2. The Foundation Reports.

The costs you show must include structure removal. Please break out only the bridge costs so we can compare the unit cost in the current prices.

We feel another concrete beam alternate should be included for the Barbur Blvd. structure. Alternate designs are showing up very well in savings to the project. Please consider this request.

For G. L. Green

cc:
OSHD (W J Hart)

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STATE HWY ENGR

JAN 31 '80

REFER TO
Hart

FOR

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Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(70)273
Capital Highway - S. Tigard Interchange
Washington County, File 50343

Date: January 30, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed the revised appraisals and appraisal review on File 50343 and now find that the $76,100 established as just compensation is adequately documented to support Federal participation This resolves the item noted in our letter of September 12, 1979.

G. L. Green

NOTED
H. S. COULTER

cc:
OSHD (J B Boyd)
(E S Hunter)
(D Luth)
(F Lowe)

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STATE HWY ENGR
FEB 5 '80
REFER TO
FOR

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 12, 1979

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-5(70)293
Capital Highway - S. Tigard Interchange
Washington County
File 50343

FROM : G. L. Green, Division Administrator

TO : ✓ Mr. H. S. Coulter, State Highway Engineer

In our review of the appraisals and appraisal review on File 50343 we found that the $76,100 established as just compensation is not adequately documented to support Federal participation in the full amount for the following reason:

> The value of the land was based on anticipated commercial use and the contribution value of the dwelling was based on residential use of the land.

We request that Federal partipation in the acquisition costs of the subject file not be claimed until the above noted item is resolved.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (E S Hunter)
OSHD (D Luth)
OSHD (J Lowe)

RECEIVED
STATE HWY ENGR
SEP 14 '79
REFER TO Boyd
FOR
Info Inves R/D D/R Sign Act File ✓

9-14
cy

7615

STATE OF OREGON
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
Brs. 7758C an
D

January 17, 1980

TO Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Barbur Boulevard Uxing
A Line Uxing
N.Tigard Intch.-S.Tigard Intch. Sec.
Pacific Highway, I-5
Multnomah County
Bridges 7758C and D

Enclosed are two prints each of drawings 34968, 34969, 34915, and 34916 which are the preliminary plan and elevation sheets and vicinity maps for the subject structures. Also enclosed are two prints of the geometric sheet for this interchange. The foundation report is not complete but will be forwarded as soon as it is available.

These structures are in the North Tigard Interchange and will replace three existing structures. The existing structures do not have sufficient vertical or horizontal clearance for the proposed rebuilding of the freeway to six lanes.

The roadway width is in accordance with the requirements established for this project. The alignment is basically the same as the existing structures but has been shifted enough to allow the existing structures to be used as detours. The elevation was established to provide 17 feet of vertical clearance for the freeway traffic. The length is that required to span the roadways and slopes. The Barbur Boulevard structure has an 8 foot wide sidewalk on the south side only. A walk on the north side would not be useable.

Because of the need to build over the heavily traveled freeway, it was decided that falsework would be too great a hazard and prefabricated

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REFER TO
FOR
Info Inves R/D D/R Sign Act File

beams would be required. Steel beams and bulb-T prestressed concrete beams are the only alternates that could span the lengths required and not use falsework.

Bulb-T prestressed concrete beams were selected for the Barbur Boulevard structure because they are less expensive than the steel alternate. For the A Line Undercrossing curved steel beams were selected. Because of the horizontal and vertical curves with superelevation bulb-T beams will not work.

The cost of the Barbur Boulevard Undercrossing is estimated to cost $3,600,000. The steel beam alternate for this site is estimated to cost $3,700,000. The A Line structure is estimated to cost $1,160,000. All the estimates are based on approximate quantities and include an allowance for engineering and contingencies.

We request your approval of our plan and your concurrence that this project is eligible for FAI funding.

Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set of prints
E. L. Hardt /w/ 1 set of prints
R. N. Bothman /w/ 2 sets of prints
Gary Potter /w/ 1 set of prints

9615

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(-)
Haines Road Uxing - N. Tigard Intch
South Tigard Intersection

Date: January 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Wallace's letter of January 3, 1980 adequately answers our December 17 memorandum on traffic, sidewalks and alternate designs. We approve Mr. Wallace's preliminary submittal of December 12, 1979.

Please proceed with this project.

G. L. Green

cc:
OSHD (W J Hart)

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7615

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(70)293

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90086

COUNTY NAME Clackamas, Multnomah and Washington

PROGRAM STAGE (Check) ☐ ☐ 2.

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STATE HWY ENGR
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1-8

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-4-80

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Capitol Highway - South Tigard Interchange

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (*Specify*)
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As reequested in Mr. Swan's letter of December 11, 1979 you are now authorized to proceed with the actual acquisition of File #50703 as shown on Right of Way Map 9B-11-17 at a TEC of $66,000 - with Federal participation limited to $60,865. Federal participation is limited to that right of way actually incorporated in the final location. (No increase in obligation of funds required.)

DATE 1-4-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-916

STATE OF OREGON **INTEROFFICE MEMO**

I-5
2

TO: ADRIAN OLSON
Preliminary Design Engineer

DATE: January 3, 1980

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: N. TIGARD INTERCHANGE
Pacific Hwy., I-5, Hwy. No. 1

In reviewing the N. Tigard Interchange plans I have become aware of the fact that the storage area between SW Barbur Boulevard, ORE 99W, and the northbound offramp from I-5 to Barbur Boulevard has been decreased considerably by the shift in Barbur Boulevard to the south. Observations have shown that the existing storage is being completely used at periods of time during the day. It is feared with the reduction in storage that vehicles will find themselves hanging in the through lanes of either the ramp or Barbur Boulevard.

I do not have a current traffic count for this intersection, however, the attached collision diagram shows that there is an accident problem at this connection with Barbur Boulevard. The 1978 listing shows 5 turning movements with 12 injuries. It is believed that the traffic count is near the minimum warrent for signalization. In order to signalize this properly, 2 intersections need to be signalized, SW 60th Avenue with the northbound offramp from I-5, and SW 60th Avenue connection to Barbur Boulevard. There will need to be some special signal phasings to progress traffic through this short storage area between the 2 intersections. It is recommended that this location be signalized on this project. It would appear that a traffic analysis of the intersection is needed.

RWF:dw
cc: Bob Bothman
Ed Hardt
L. E. George

John Harkis has requested traffic counts for study.
1/8/80

1 Versteeg ✓
Anderson
3 Christensen Doc
2 Olson
Sullivan
Terpin
Troul
Walkerlig

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JAN [illegible] 1980
ROAD DESIGN SECTION

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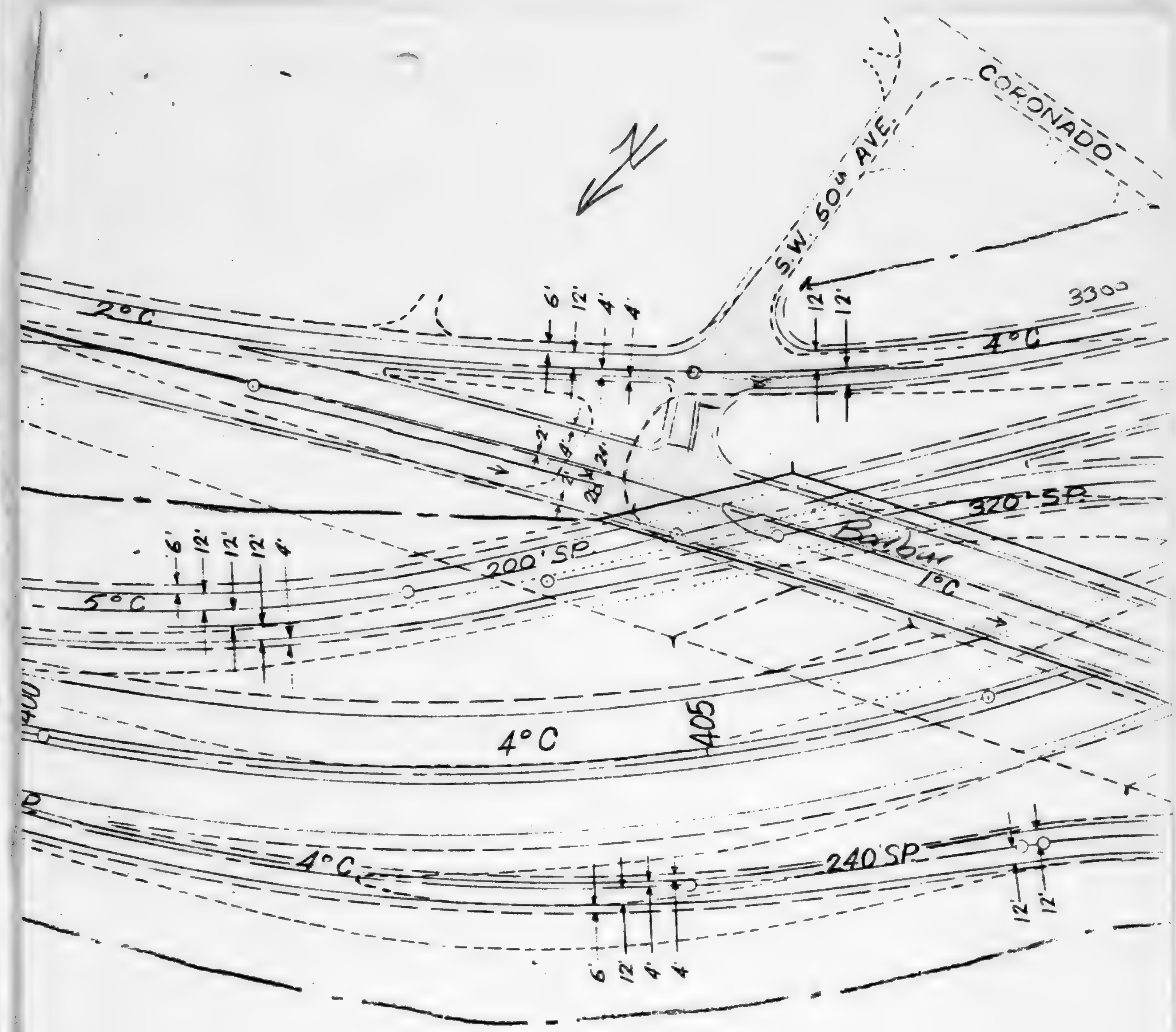
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CORONADO
S.W. 60th AVE.
3300
2°C
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12'
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2'
320' SP.
Barbur
1°C
200' SP.
6'
12'
12'
12'
4'
5°C
400
4°C
405
4°C
240 SP.
12'
12'
6'
12
4'
4

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ________ County [illegible]

Intersection of [illegible] and [illegible]

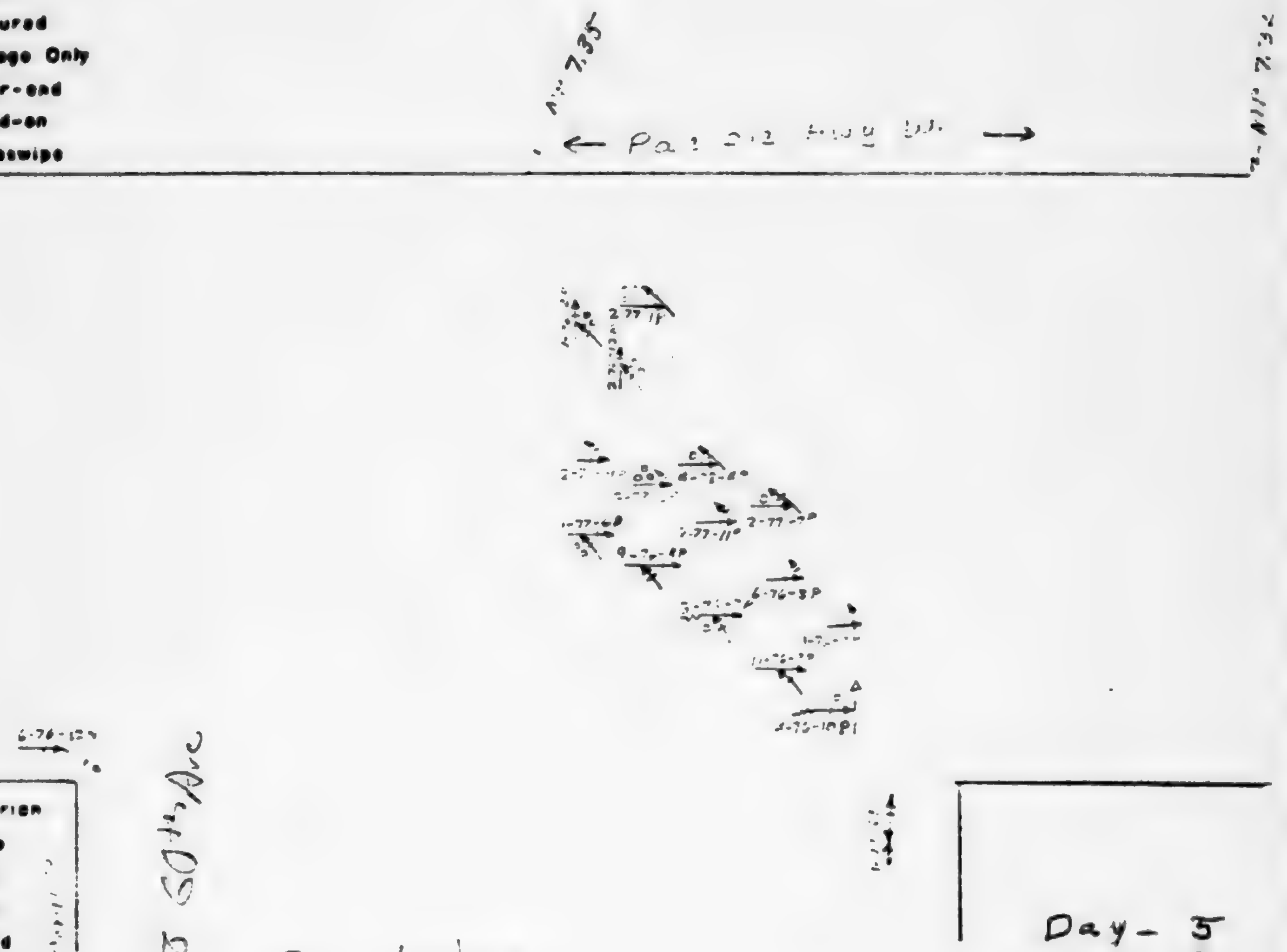
Highway Number [illegible] [illegible]

Period Covered 1-1-76 5-31-78

Compiled by ________ Drawn by ________ Date [illegible]

LEGEND

●	Person Killed
←----	Pedestrian Killed
○	Person Injured
◁----	Pedestrian Injured
←	Property Damage Only
→←	Collision – Rear-end
→←	Collision – Head-on
⟵	Collision – Sideswipe



◁----	Path of Pedestrian
←	Path of Vehicle
◁----	Path of Animal
←	Vehicle Moving
←	Vehicle Stopped
↔	Vehicle Backing
☐	Properly Parked
☐	Improperly Parked
←	Vehicle Overturned
←∿	Vehicle Skidded

from listing
1978 5 turning 12 inj.

Day - 5
NIGHT - 12
TOTAL 17

Collision Type	1976				1977				[illegible]								[illegible]			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end			1	1															1	1
Sideswipe																				
Turning Movement		3	4	7		3	2	5		2		2						8	6	14
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		1		1														1		1
Backing							1	1											1	1
Misc																				
TOTAL		4	5	9		3	3	6		2		2						9	8	17

Form [illegible]

1-1.5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:
DES 23
BR 7726A

January 3, 1980

TO Glen L. Green
Division Administrator
Federal Highway Administration

Your File HRW-OR
I-5-5(-)

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TECHNICAL SERVICES
JAN 4'80
REFER TO
FOR

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FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

SUBJECT Haines Road Uxing
N. Tigard Intch.-S.Tigard Intch.
Pacific Highway I-5
Washington County
Bridge 7726A

We have reviewed the questions in your memorandum of December 17, 1979 and have the following comments:

1. The roadway width is in accordance with the Final Environmental Impact Statement, page 11 "The capacity levels for Haines Overcrossing assume a 48-foot wide roadway that could accommodate four lanes and will result in adequate capacity through the year 2000 although periods of unstable flow would occur. If Haines Road Extension and Jefferson Parkway are not constructed, the service level will remain at free flow."

The projected traffic for the Haines Road Overcrossing with all the interim transportation plan facilities is 20,000 ADT for the year 2000. Without the Haines Road Extension or the Jefferson Parkway the year 2000 ADT will be 8900.

2. In an urban area such as this a sidewalk on each side of the roadway is preferable. The other overcrossings south of this site built in recent years have walks on both sides of the roadway.

3. Precast I beams were studied for this site but would have required an increase in the grade of an additional two feet. This structure will be higher than the existing and will have an approach grade of 12 percent. Any additional depth would require an increase in the approach grade.

cc E. S. Hunter

Form 734-3122

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(-)
Haines Road Uxing-N.Tigard Intch
South Tigard Interchange Section.

Date: December 17, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed the Haines Road Uxing and have some questions on the structure.

The Haines roadway width appears excessive with respect to the forecasted 1992 traffic. Also we wonder if a sidewalk is needed on the south side of the road?

Have you considered pre-cast I beams for this structure?

Please give us your thinking on the above items.

for
G. L. Green

cc:
OSHD (W J Hart)

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FOR

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12-18
cwl

9.15 I-5

Road Design Section 378-6558

Tony George, Engineering Coordinator
Environmental Section

December 27, 1979

for A. D. Olson
Preliminary Design Engineer

N. Tigard-S. Tigard Interchange
Pacific Highway (I-5)
Clackamas, Multnomah, and
Washington Counties

The most feasible design for increasing the height of the proposed shoulder barrier between stations "J" 19+50 and 26+50 Rt. an additional three feet would appear to be a concrete block wall attached to the top of the shoulder barrier.

The estimated construction cost for this additional three feet of barrier is $13,000 at $19 per lineal foot over the 700 foot length.

There would be no apparent adverse impact to the road design by construction of this barrier.

This would be a Type 1A project.

REFERRED TO
✓ Beard
Cole
Eriksen
Hager
Staudenmeyer DMf
Sample
Watson
Lou
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ADO:ep

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
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ROAD DESIGN SECTION

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
BR 7726A

NOTED
E. S. HUNTER

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DEC 13 '79
REFER TO
FOR

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December 12, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St N E
Salem OR 97301

Haines Road Uxing
N Tigard Intch-S Tigard Intch Sec
Pacific Hwy I-5
Washington County
Bridge 7726A

Enclosed are two prints each of drawings 34806 and 33310 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two prints of the approved geometric sheet and two copies of the foundation report.

The alignment, roadway width, and sidewalks are in accordance with the requirements established for this project. The elevation was established to provide a minimum vertical clearance of 17 feet over the freeway. The length of the structure is required to span the freeway with 2 to 1 slopes at each end.

The alignment of Haines Road has been shifted to the south from its present location which will enable the structure to be built with stage construction using the existing structure to handle traffic during stage 1. The traffic will then be moved to the completed stage 1 and the existing structure removed. Stage 2 will then be completed.

A cast-in-place post-tensioned box girder, with an estimated cost of $958,000, was considered for this site. Because of the stage construction required, this was not considered desirable. Building this type of structure without stage construction would require a detour bridge and the total cost would be $1,150,000.

The proposed structure is a three-span, precast, prestressed box beam bridge estimated to cost $950,000. All the estimates are based on approximate quantities and include an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

L. L. Wallace
Asst. Bridge Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
R. N. Bothman /w/ 2 sets encls.
E. L. Hardt /w/ 1 set encls.
Gary Potter /w/ 1 set encls.
D. O. Christensen /w/ 1 set encls.

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

I
2

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: November 30, 1979

FROM: L. H. Versteeg
Road Design Engineer

SUBJECT: Files 27909, 43131, 27497,
27361, 46785, 27355, 27357
N. Tigard-S. Tigard Intchge. Sec.
Pacific Highway (I-5)
Multnomah County

	Versteeg
	Anderson
2	Christensen D.C.
1	Olson
	Sullivan
	Terpin
4	Trout
3	Wakerlig

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ROAD DESIGN SECTION

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Here is correspondence on the subject files. The property is located between S.W. 62nd and S.W. 63rd Avenues adjacent to the Barbur Boulevard southbound offramp in Portland. The Metzger Water District wishes to purchase the site for a water storage reservoir.

Region recommends sale with no access to the highway, retaining a portion in the southeast corner for the ramp right-of-way as determined by the Preliminary Design office. Preliminary Design recommends retention until R/W needs are determined for the N. Tigard Interchange. Traffic, Landscape, Parks, Maintenance, Location, and Construction concur with Preliminary Design or are disinterested.

It is recommended the property be retained until R/W needs for the N. Tigard Interchange revisions are firm. It is permissible to make a commitment to the Water District to sell whatever is excess to our needs in the future when right of way is established.

DNS:cj
Attachments

REFERRED TO

	Beard	✓	Stoudenmayer
	Cole		Sample
	Eriksen		Watson
	Hager	Dorn	Lou

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

E S Hunter

12-4-79
Expedite determination of R/W needs.

12-10-79
~~R/W needs will be determined.~~

12-12-79

12-12-79
O.K. to advise H2O Dist that we will sell excess to them after job is under contract. Excess of file #43131 ESH

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DEC 4 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
D. O. Christensen

Contains Recycled Materials
25-1387

SP*75683-125

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: I-5
2

December 3, 1979
Salem, OR 97310

FROM: Anthony J. George, Eng. Coordinator
Environmental Section
Tony

TO: J.H. Versteeg
Head of Engineering

SUBJECT: Final Noise Study Report
N. Tigard Interchange-S. Tigard Int.
Pacific Hwy (I-5)
Clackamas, Multnomah, and
Washington Counties

The Environmental Section is presently completing the subject project final noise study report. This report will be submitted to FHWA for concurrence prior to contract letting. This report analyzes noise impacts resulting from final design modifications and right-of-way changes.

Design changes affecting noise mitigation have been made in Area No. 9, which is located adjacent to the Barbur Boulevard southbound I-5 on ramp, (See attached drawing). A 300 foot concrete shoulder barrier, 10 feet in height has been approved in this area pending contact with affected property owners. At the time of its recommendation, Area No.9 only consisted of 4 houses. Now, an additional 3 houses (Receptors 9-5, 9-6, and 9-7 on attached drawing), which were originally being taken by right-of-way, will remain. They are predicted to be exposed to noise levels equal to or exceeding Federal design noise levels.

The realignment of the southbound on ramp will be responsible for a 1 dBA decrease in noise levels in this area, and the"J" line GM shoulder barrier is predicted to decrease noise levels an additional 4 dBA at the receptors. However, Federal design noise levels will still be exceeded.

Two options are being considered. The first option would be to recommend the GM barrier as a form of partial mitigation in this area, and request an exception to Federal design noise levels. The second option would be to increase the height of the GM barrier an additional 3 feet, either by a redesigned concrete barrier, or a metal extension fastened to the top of the proposed GM barrier. This would provide an extra 2 dBA attenuation, resulting in full achievement of Federal design noise levels.

In order to make our recommendation,we need costs estimated for 700 feet of 5 1/2 foot barrier, located in the normal position for shoulder barrier from Station "J" 415 Rt. to "L" 26 + 50 Rt.

Please estimate costs and determine engineering feasibility for this mitigation measure. If there are any questions, please contact Tim Thex or myself at 8511.

AJG:ct

Attachment

cc: Adrian Olson
Tim Thex

1 Versteeg ✓
Anderson
Christensen
AO Olson copy
Sullivan
Terpin
Trou
Waker

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DEC 04 1979
ROAD DESIGN SECTION

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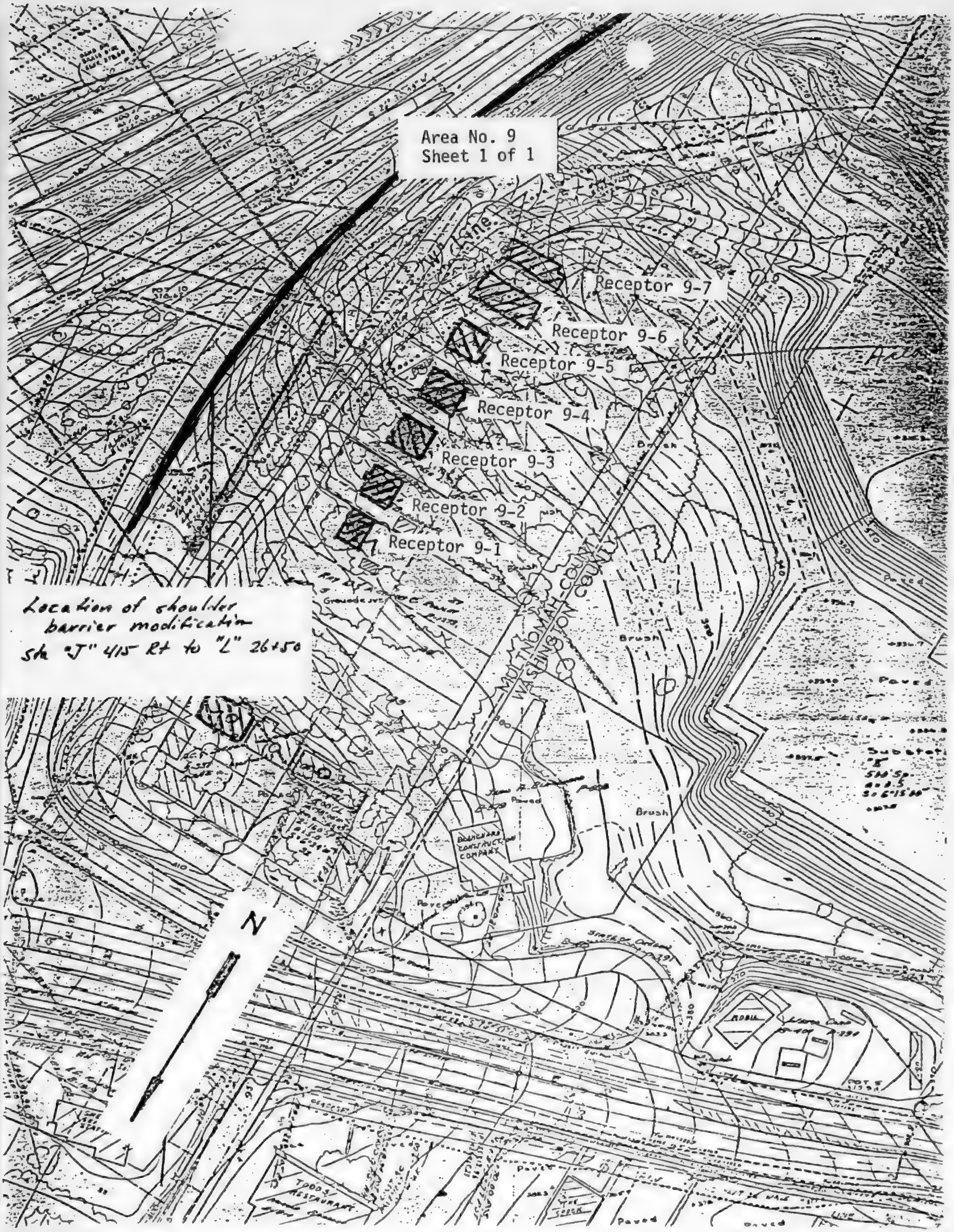
Receptor 9-7
Receptor 9-6
Receptor 9-5
Receptor 9-4
Receptor 9-3
Receptor 9-2
Receptor 9-1
MULTNOMAH COUNTY
WASHINGTON COUNTY
Brush
Paved
Blanchard Construction Company
Mobil
N

Area No. 9
Sheet 1 of 1

Location of shoulder barrier modification
Sta "J" 415 Rt to "L" 26+50

[illegible]

I-5
2

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

November 23, 1979

J. H. Versteeg
Road Design Engineer

File 50703
N. Tigard Interchange-S. Tigard Interchange Sec.
Pacific Highway
Multnomah County

Here is a description, an authorization, and prints for the subject project, scheduled for April 24, 1980.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
Right of Way Descriptions Engineer

WHW:cj
Attachments

96 15

I-5

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

TO: L. E. George
Traffic Engineer

DATE: November ~~2~~ 21, 1979

FROM: Adrian Olson
Preliminary Design Engineer

SUBJECT: I-5 Truck Bypass Ramp
North Tigard-South Tigard Section
Pacific Highway (I-5)
Multnomah County

The problems of signing for the Barbur Boulevard offramp and the I-5 truck bypass ramp have been the subject of considerable discussion and design.

At best, it is going to be difficult to convince the unfamiliar trucker to exit the freeway with a promise that he can get back on again, around the corner a way. To sign him off with a local two lane ramp (with trucks hopefully staying in the left lane) would seem to add unnecessary complications and invite more problems that it might solve.

The usage of this truck bypass ramp will be the key to the success of the interchange revision. I believe that it would be appropriate to develop sufficient signing plans for each alternate so they they can be reviewed by other experts in the field in order to benefit from all the help we can get.

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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NOV 21 1979
ROAD DESIGN SECTION

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Action

ADO:cj

Glen Clark advised me that they had reviewed this and feel that they can most successfully sign the 2 separate off ramps. Plans will be completed that basis.

WOlson 11/21/79

REFERRED TO
3 Beard W6P81 Stoudenmeyer DKA
Cole Sample
Erikson 2 Watson
Hopper Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

I-5
2

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

ATTN:
A. D. Olson

DATE: October 26, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Pacific Highway
North Tigard-South Tigard Section
Review of Barbur Boulevard Truck Ramp Proposal

The Traffic Engineering Section has reviewed several proposals in the subject section pertaining to merging Pacific Highway West traffic inbound with the proposed three lanes of Interstate 5 northbound traffic. Mr. John Hanks of this office is preparing the documentation and you will soon receive a letter on that subject.

This is an outgrowth of the "truck bypass" situation associated with the over-all design problems in the area. Attached are two plans prepared by your office labeled Plan I and Plan II.

Plan II provides two separate northbound off-ramps. The first for Barbur Boulevard traffic and the second for all trucks. This plan would pose signing problems, which would in turn lead to confusion and possibly safety problems to the motoring public.

Plan I will let us concentrate our signing effort to one off-ramp, therefore, precluding driver indecision on the interstate proper, as much as possible. All trucks and all Barbur Boulevard traffic would exit at one two-lane off-ramp and again be separated on the off-ramp with a sign bridge directing through truck traffic back to Interstate 5 in the proper right lane at the Pacific Highway West on-ramp to Interstate 5.

Both plans have the disadvantage of the weave movement for northbound Haines Road traffic wishing access to Interstate 5.

We feel that if the two individual off-ramps are selected for the final design, we will be plagued with operational problems that will have to be corrected in the future possibly with inflated primary funds.

Our suggestion is to develop plans containing some version of Plan I.

1 Versteeg ✓
Anderson
Christensen
2 Olson ADO
Sullivan
Turpin
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OCT 26 1979
ROAD DESIGN SECTION

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L. E. George

L. E. George
Traffic Engineer

DKH:ds
Attachments

Later study reversed this – use 2 ramps.
ADO

9615

1-5

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: A. D. Olson
Preliminary Design Engineer

DATE: October 24, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: N. Tigard Interchange
Pacific Highway
Multnomah County

A review has been conducted of the North Tigard Interchange designs previously submitted.

We are opposed to the alternate lane drop design which merges the Interstate 5 freeway from three northbound lanes to two northbound lanes prior to the entrance of the Tigard on-ramp.

L E George
L. E. George
Traffic Engineer

JH:jrb

Plan developed for proposed alternate
ADO.

___Versteeg___
___Anderson___
___Christensen___
1 Olson ADO.
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

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STATE OF OREGON **INTEROFFICE MEMO** I-5

2

METRO TECHNICAL SERVICES — DEPT.
238-8231 — TELEPHONE

TO: A.D. OLSON
Engineering-Design

DATE: October 5, 1979

FROM: DON ADAMS DK Adams
Project Development Manager

SUBJECT: N. Tigard-S. Tigard Interchange Section
Pacific Highway
Multnomah County
Prefix 634-1934 (330)

Metro is opposed to the concept of dropping a freeway lane. The Barbur off-ramp traffic does not warrant two lanes. Metro suggests one 26-foot ramp. } Done. [illegible]

The southerly end is confusing as drawn. The fourth lane appears north of Match Line A-A but does not show south of Match Line A-A. A modification has been roughed in, on the attached sheet, to show this area as it should be. This allows adequate distance between gores for signing. } Corrected

KDL:js

Versteeg
Anderson
Christensen
[✓ Olson]
Sullivan
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I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 1, 1979

FILE: 2

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: ADRIAN OLSON
Preliminary Design Engineer

SUBJECT: N. TIGARD-S. TIGARD INTCHGE. SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY
HANDLING OF NORTHBOUND LANE DROP/WEAVE

We have reviewed the two traffic-handling plans for the subject project which you sent up on September 26. We prefer the "alternate" which merges three northbound I-5 lanes into two lanes before they are merged with the Tigard traffic. This looks like a cleaner way of bringing everything together. Also, we notice on this plan that there needs to be a little additional work done on traffic patterns around SW 60th Avenue. Two lanes come up from the freeway, some traffic wants to turn left and head south on 99W, and some traffic wants to continue north on 99W. The lane designations in this area and the storage for the left-turn lane need to be worked out.

Can be done in future if desirable

Revised

We appreciate the opportunity to comment on this plan.

ELH/gw

cc: R. N. Bothman

1 Versteeg ✓
Anderson
Christensen
2 Olson AO
Sullivan
Terpin
Trout
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ROAD DESIGN SECTION

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Return To
Bring Up / /
Action

96 15

~~I-205~~

DEPT. TELEPHONE

INTEROFFICE MEMO

TO: J.B. BOYD
Right-of-Way Manager

DATE: September 19, 1979

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: Conditional Use Permit
Water Storage Reservoir
Metzger Water District
Files 27979, 47132, 27497,
27361, 46785, and 27355

N. Tigard - S. Tigard
I 5

I have no agreement or understanding with the Metzger Water District or their consultant.

During the initial contact, I told CH2M Hill representative that the design was under study and no consideration could be given to the use of the property.

The later contact was referred to A.D. Olson as the redesign of the interchange is in his shop.

The Conditional Use Permit application was mailed to me with no explanation. I forwarded this to J.H. Versteeg because the interchange design is being done by Preliminary Design.

I will have our utility engineer contact the Water District.

js

1 Versteeg
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout copy
Wakerlig

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SEP 21 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

cc Versteeg
Note to Steve
TAKE No further action.

80

215

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

Memorandum

DATE: September 14, 1979

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-5(70)293
Capital Highway - S.Tigard Interchange
Multnomah County
File 50194 - Lloyd

FROM : G. L. Green, Division Administrator

TO : ✓ Mr. H. S. Coulter, State Highway Engineer

We have reviewed the appraisals and appraisal review which established $52,000 as just compensation based on Mr. Gainer's appraisal. We found Mr. Gainer's appraisal to be totally inadequate to support Federal-aid reimbursement.

Mr. Gainer's reliance, in part, on four sales of commercial properties, one of which was reportedly not a fair market transaction by other appraisers on the project, to appraise the subject's residential value is not reasonable. Also, only one of the two residential property sales relied on provided for an overall comparison of the subject's land and improvements.

Mr. Gainer's analysis of the one residential sale to support the subject's improvement value is not adequate to provide an understanding of how he arrived at $32,450 as an indication of value for the subject's improvements or how the sale's site related to the subject's site.

Federal participation in the acquisition cost of the subject file is limited to $46,600 based on Mr. Webb's appraisal. Also, the fee paid Mr. Gainer for his appraisal is not eligible for Federal participation.

G L Green
G. L. Green

cc:
OSHD (J B Boyd)
OSHD (E S Hunter)
OSHD (D Luth)
OSHD (F Lowe)

RECEIVED
STATE HWY ENGR
SEP 18 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(70)293

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90086

COUNTY NAME Clackamas, Multnomah, Washington

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

9-6 orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-13-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Capitol Highway - South Tigard Interchange

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 31, 1979, you are authorized to proceed with the actual acquisition of File #50580 as shown on right of way map 9B-11-17 at a TEC of $24,000 - Federal Funds limited to $22,132. Federal participation is limited to that right of way actually incorporated in the final location. (No additional funds required.)

DATE 8-21-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-018

1015

1-5

ROAD DESIGN SECTION 378-6558

Bob Bothman, Administrator, METRO
Ed Hardt, Region I Engineer

July 23, 1979

A D Olson
A. D. Olson
Preliminary Design Engineer

Haines Road Interchange,
N. Tigard-S. Tigard Section
Pacific Highway (I-5)
Washington County

As directed, we have revised the westerly half of the Haines Road Interchange to intersect 68th Avenue northerly of Dartmouth Street, as indicated at the public hearing. The section westerly of 68th was revised to meet Dartmouth Street at 69th. Right of way will be purchased for this extension but construction is not proposed at this time.

Enclosed is a copy of the revised detail map in this area, for your information. Also enclosed is a copy of the interchange layout sheet and a print of the possible profiles on Dartmouth westerly to 72nd along with profiles of the cross streets at 69th and 70th.

ADO:cj
Enclosures

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 23 1979
ROAD DESIGN
SECTION

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7-15 1-5

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

July 13, 1979

J. H. Versteeg
Road Design Engineer

File 50580-Tenpas
N. Tigard Interchge.-S. Tigard Interchge. Sec.
Pacific Highway
Washington County

Attached is a description, an authorization and prints for the subject project which is required for the relocation of S.W. Dartmouth Street. A portion of file 50350 also falls within this relocation. Dartmouth Street is not to be constructed under this contract but acquisition of right of way is requested at this time.

By: R
Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

___ Versteeg
___ Anderson
___ Christensen
___ Olsen
___ Sullivan
___ Terpin
___ Trout
___ Wakerlig

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JUL 16 1979
ROAD DESIGN SECTION

file
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Bring Up ___/___/___
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1-5

STATE OF OREGON **INTEROFFICE MEMO**

Transportation
DEPT.

378-6299
TELEPHONE

TO: J. H. Versteeg
Attn: Adrian Olson

DATE: July 11, 1979

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File ~~50918~~ 50198
L. Martin, et al
N. Tigard-S. Tigard
Pacific Highway

I have reviewed your proposed slope line on the above subject property and have determined that the most logical way to solve this problem is by a right-of-way line as indicated on the attached sketch.

I am instructing our field people to begin the appraisal of the taking of this entire property because of the new slope line and the problems in fencing the detention basin. Please proceed to have the description revised as per the sketch.

JBB:mk

cc Ken Rolfe
Doug Luth

Total taking previously written
AO.

Revise ~~50198~~ #50196 as shown.

Requested by R/W - Boyd. (parcel 2 revision)

~~Reason - Total taking of 50198 reqd. by retention basin taking the only potential access.~~

Reason - ~~land locked property~~.

AO.

RECEIVED
JUL 12 1979
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
4 3 Christensen AO
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig ~~Rounds~~

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Bring
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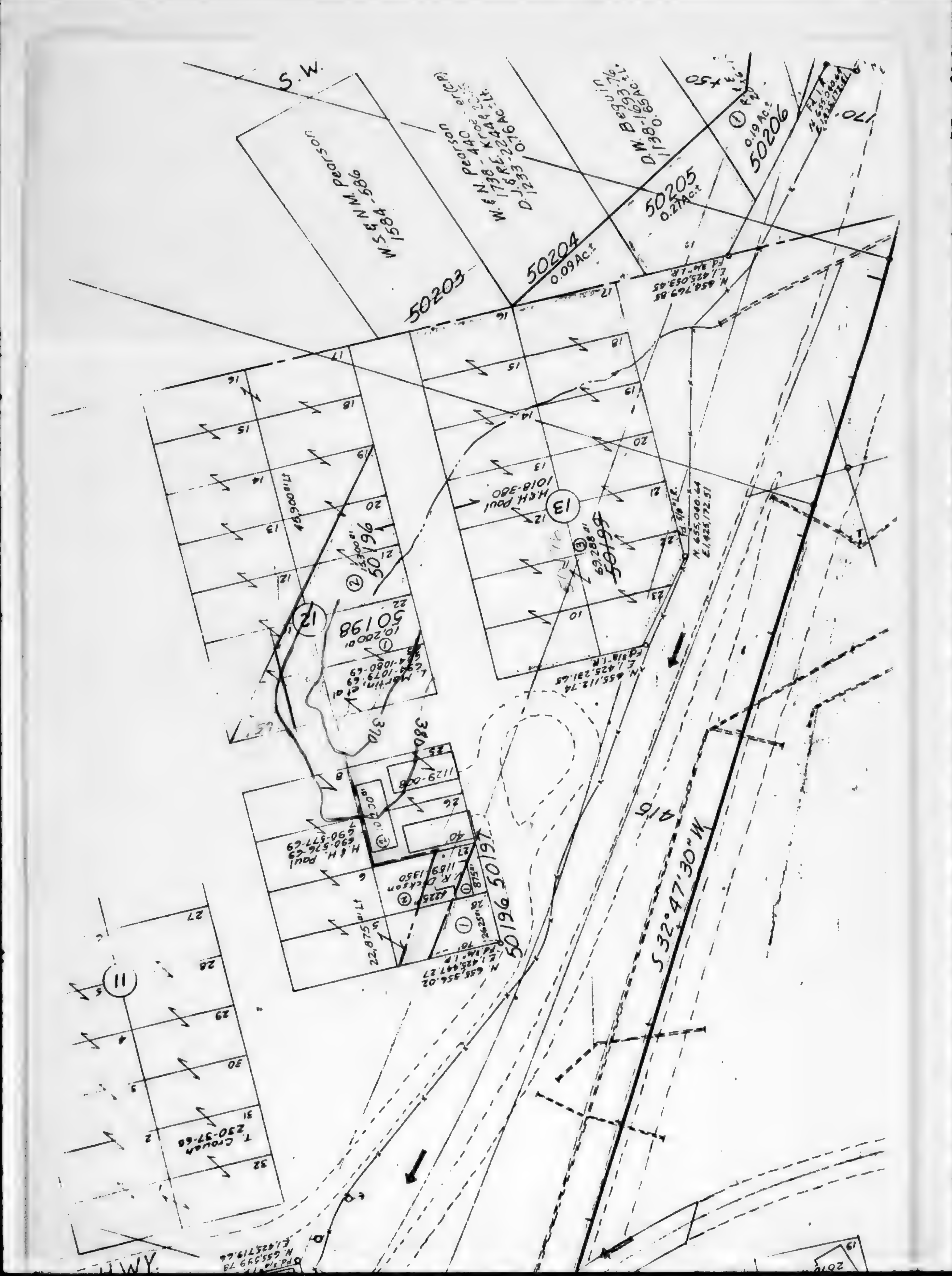
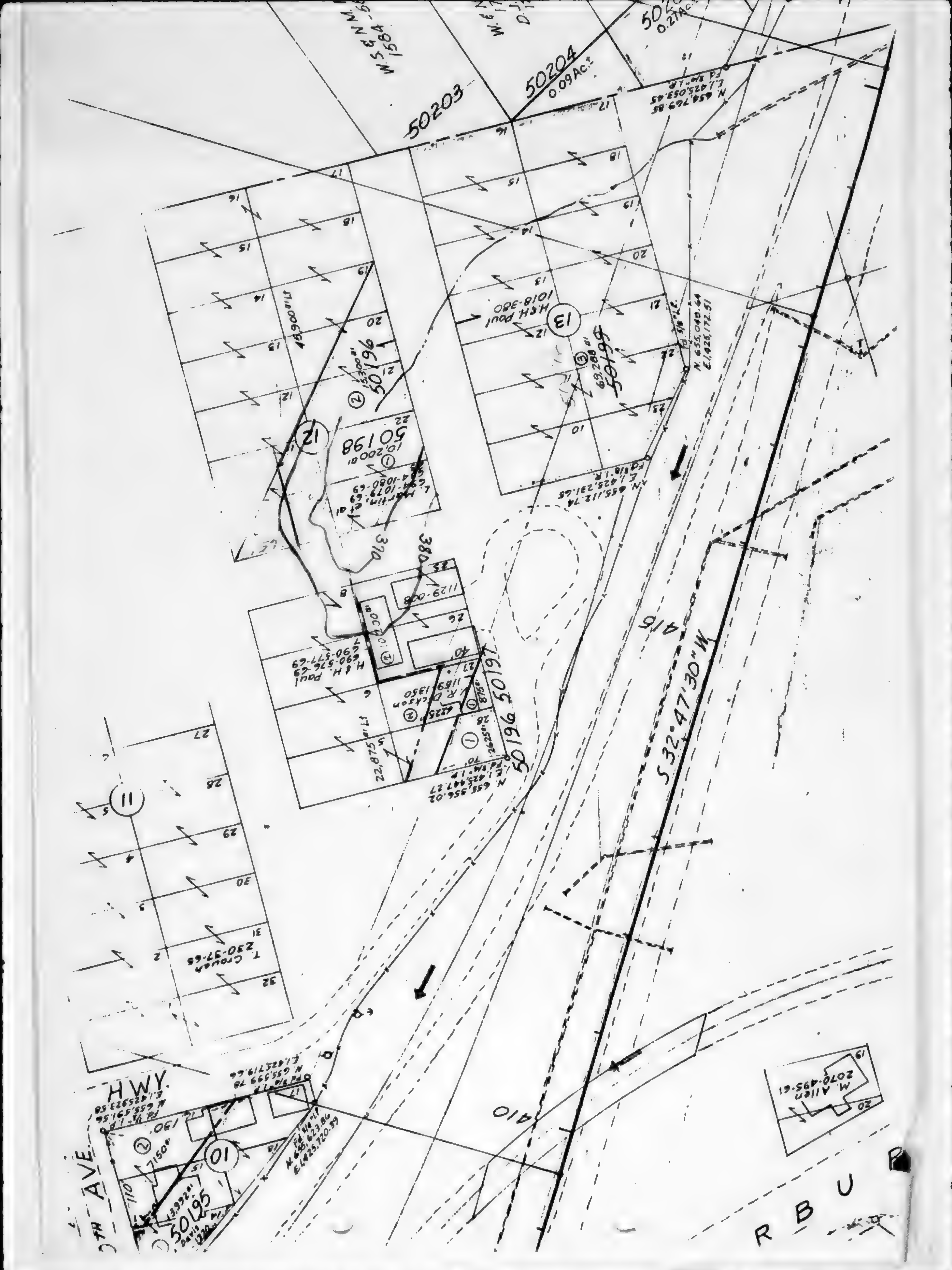
Ramp revision causes change in 50196 parcel 1 and 50197 parcel 1 & 2
~~and~~ 50196 parcel 2 revised to improve fence line.
AO


S.W.
W.S. & N.M. Pearson
1584-586
W. & N. Pearson et al (C.P.)
1738
D.W. Beguin
1138-1693
50206
0.19 Ac.±
50205
0.21 Ac.±
50204
0.09 Ac.±
50203
H.&H. Paul
1018-380
13
50199
69,288 sf
50196
53,300 sf
50198
10,200 sf
L. Martin, et al
694-1079-69
694-1080-69
21
43,900 sf Lt
380
310
416
S 32°47'30" W
H.&H. Paul
690-576-69
690-577-69
J.R. Dickson
1159-1350
1129-008
50196
50197
22,875 sf Lt
11
T. Crouch
230-57-66
HWY.
170
N. 655,356.02
E.1,425,447.27
N. 655,112.76
E.1,425,231.65
N. 655,040.64
E.1,425,172.51
N. 654,769.85
E.1,425,053.45
N. 655,599.78
E.1,425,719.66

50203
50204
0.09 Ac.±
0.27 Ac.±
W.S. & N.M.
1584-58
N. 654,769.85
E. 1,425,053.65
Fd. 3/4" I.P.
H & H. Paul
1018-380
13
50199
69,288 □'
③
N. 655,040.64
E. 1,425,172.51
Fd. 5/8" I.P.
N. 655,112.74
E. 1,425,231.65
Fd. 5/8" I.P.
45,900 □' Lts
50196
15,300 □'
②
50198
10,200 □'
①
21
L. Martin, et al
654-1079-69
654-1080-69
370
380
1129-008
H & H. Paul
690-576-69
690-577-69
10,500 □'
②
40
L.R. Dickson
1169-1350
4225 □'
8750 □'
①
50191
50196
26250 □'
22,875 □' Lts
N. 655,356.02
E. 1,425,447.27
Fd. 3/4" I.P.
415
S 32°47'30" W
11
T. Crouch
230-37-65
HWY.
AVE.
7TH
N. 655,599.78
E. 1,425,719.66
Fd. 3/4" I.P.
N. 655,591.56
E. 1,425,923.58
Fd. 3/4" I.P.
N. 655,623.86
E. 1,425,720.99
130'
150'
110
01
13,992 □'
50195
Davis
1220
410
M. Allen
2070-495-61
R B U P

STATE OF OREGON **INTEROFFICE MEMO**

Transportation
DEPT.

378-6299
TELEPHONE

TO: Ken Rolfe
Regional R/W Supervisor

DATE: July 2, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Files 50345 & 50347
N.Tigard-S.Tigard Inter. Sec.
Pacific Highway
Washington County
Fed. Project No. I-5-5(70)293

The decision to revise the Haines Road Interchange has been made. The south bound off-ramp will be moved back to the original location that was proposed at the public hearing. Please inform Mr. Larson the new descriptions are being prepared and you will be able to proceed with the appraisal very soon.

There is no justification for considering Mr. Larson's request for another revision.

RH:mk

✓cc: F. B. Klaboe-w/attach

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
JUL 2 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

IRVING (IRV) LARSON
11720 SW 68th Ave. **Tigard, Ore., 97223**
Phone: Area (503) 639-1497

Consultant for the Minimization of
Red Tape in Government

Real Estate Broker and Investments
Property Management and Appraisals

June 25, 1979

Oregon State Highway Division
Right of Way Unit
P.O. Box 02157
Portland, Oregon 97202

Attention: Kenneth Rolfe, Regional R/W Supervisor

Subject: N. Tigard - S. Tigard Section Pacific Highway
Washington County
Fed. Proj. # I-5-5(70)293 File 50345 & 50347

Reference is made to your letter dated June 14, 1979 (copy attached) and to revised preliminary plans of the alignment of the exit of the Southbound lanes of I-5 which indicate a connection with S.W. 68th Avenue approximately 200 feet North of plans used by the Highway Division during the last few months.

This new plan would take so much of our family's "joint venture" property in Block 13 that the remaining property would not comply with the requirements of Policy No. 25 of the Neighborhood Planning Organization No. 4 and the Washington County Comprehensive Plan. Policy No. 25 requires a minimum of 1 Acre in this "Office Park" designated area.

We suggest in a spirit of cooperation that the junction of the Southbound exit off Hwy. I-5 and S.W. 68th Avenue be moved North only 100 feet. This would allow our remaining property in Block 13 to just barely comply with requirements of Policy No. 25.

We are aware that in the event the Oregon State Highway Division severes Clinton Street access to S.W. 68th Avenue that we will be able to acquire title to the Clinton Street area between S.W. 67th Avenue and S.W. 68th Avenue from Washington County, however the existing water and gas lines in Clinton Street make it unuseable for large scale commercial development.

Thank you for your consideration,

Irving Larson

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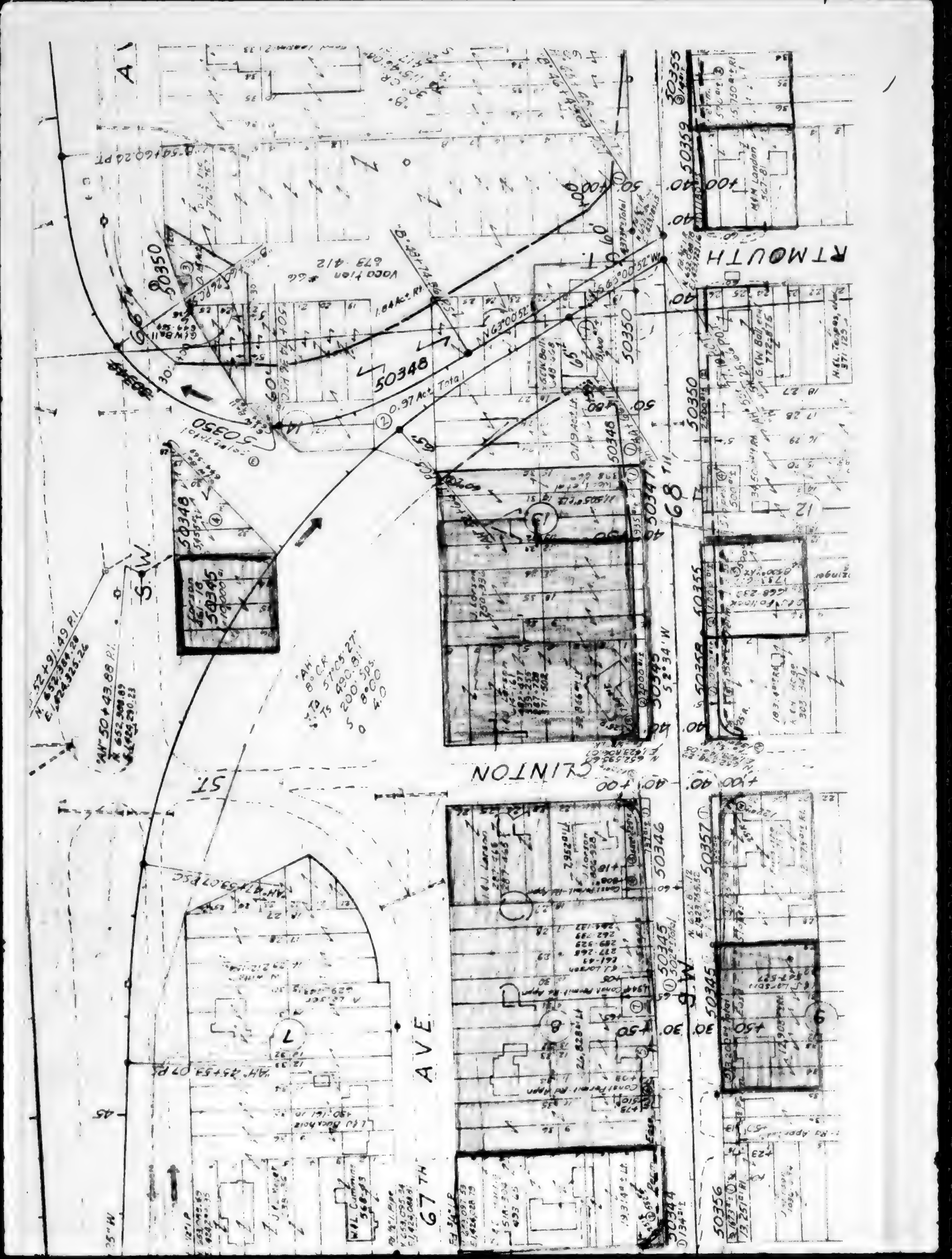
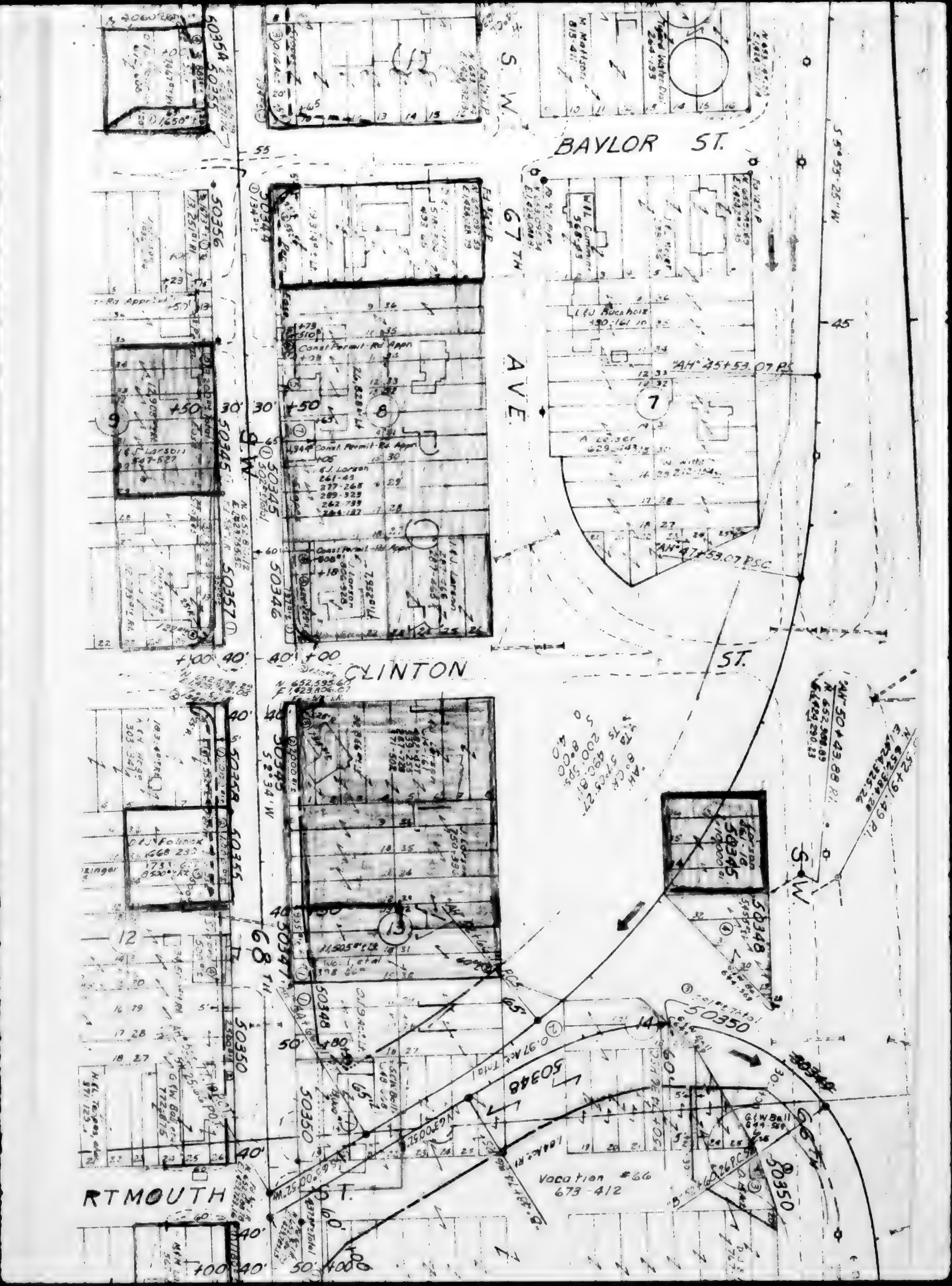
JUN 26 1979
DIST. 1-RIGHT OF WAY


67TH AVE
S.W.
68TH
CLINTON
ST
RTMOUTH
50350
50348
50345
50346
50347
50344
50355
50358
50357
50356
50359
"AH" 50+43.88 P.I.
52+91.49 P.I.
"AH" 47+53.07 P.C.
"AH" 45+53.07 P.C.
"AH" 8°C.R.
Vacation #66 673-412
0.97 Ac. Total
1.84 Ac. Rt
N63°00'52"W
S2°34'W
M&M Landon 567-81
G.&W. Ball


BAYLOR ST.
S.W.
67 TH
AVE.
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68 TH
S.W.
RTMOUTH
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7
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9
12
13
'AH' 45+53.07 P.S.
'AH' 47+53.07 P.S.C.
'AH' 50+43.88 P.I.
52+91.49 P.I.
S 5°55'25" W
S 2°34' W
N 63°00'52" W
0.37 Ac. Total
Vacation #66
673-412
L & J Buchholz
A. Leiser
E.J. Larson
G.&W. Ball
Const. Permit - Rd. Appr.
Fire
45
40'
50'
60'
30'
55
+00
+50

9615

June 6, 1979

Mr. Fred A. Anderson
Anderson, Dittman & Anderson
Attorneys at Law
Tigard Professional Center
8865 S. W. Center Street
P. O. Box 23006
Tigard, OR 97223

Dear Mr. Anderson:

The Department will use the Haines Road Interchange alignment in the vicinity of the W. Del Ball property as described under Alternate 2 during the hearing process.

Sincerely,

F. B. Klaboe
Director of Transportation

FBK:jv

bc: Jack Sollis
H. S. Coulter - please follow through
R. N. Bothman
Ed Hardt
J. B. Boyd

6-7-79
cy: Hunter
Versteeg

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO — DEPT.
238-8226 — TELEPHONE

TO: F. B. Klaboe
Director

DATE: May 30, 1979

FROM: R. N. Bothman
Administrator

Robert N Bothman

SUBJECT: Design of southbound on and off ramp
Haines Road Interchange
Pacific Highway

We have reviewed the May 1979 alternative design and the hearing map design Alternative 2 of the subject westerly ramp terminal, with the City of Tigard and Washington County. They prefer a slightly modified Alternative 2.

The May 1979 alternative was developed to address a concern expressed in a letter written by John Crockett, Public Works Director for Washington County, following the project hearing. His comment regarding this westerly ramp terminal was, in part, "I assume that the new construction which is extended westerly to Southwest 69th does, at that point, line up with an existing improved street". In response to this comment, Adrian Olson developed the new identified May 1979 alternative, which would move the ramp intersection with 68th 100 feet south to an intersection opposite Dartmouth. This plan was concurred with by the city and county.

A review of the proposed May alternative was made because of the complaint lodged by Del Ball because of the adverse effect the new alternative had on his property. We now have concurrence from the city and the county that the original design hearing alternative is acceptable, with a minor modification to the alignment between 68th and 69th.

The effect of the May alternative proposal was reviewed with John Crockett, Washington County, John Hagman, Superintendent of Engineering, and Ken Selby, Associate Planner, both of the City of Tigard. Washington County, anticipating annexation of this area by the City of Tigard, is allowing the city to more or less direct the planning for this area.

John Hagman prefers the design Alternative 2 because the alignment of the ramp intersection is better than that proposed in the May plan. John Crockett's comment after the hearing was directed at the fact that the streets in this area are mostly dedicated, and only a few of the streets that show on the plans are actually in use. His concern was that the ramp terminate at an existing paved street. This can be accomplished without using the alignment in the May alternative proposal.

The recommended design is the alignment on the design hearing maps from the freeway to 68th; Dartmouth would be realigned between 68th and 69th to provide future cross-type intersections at both 68th and 69th, rather than the off-set intersection that was proposed in the original design plans. The section from 68th to 69th was part of the design hearing map. Since Dartmouth is only a dedicated street, only right-of-way is proposed to be purchased at this time, between 68th and 69th. Dartmouth would be vacated by the county. Right-of-way will have to be redrawn and descriptions prepared for this short section between 68th and 69th.

DRA:RNB:ke

cc: J. H. Versteeg

Please discuss
ASAP
F

No Problem
JSC

RECEIVED
DOT DIRECTOR
JUN 1 '79
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223

639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

May 23, 1979

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. F.B. Klaboe, Director
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Re: Haines Road Interchange Unit
Pacific Highway, I-5

Dear Mr. Klaboe:

You will undoubtedly recall the occasion of May 18, 1979, when my clients, DJB, Inc. and W. Del Ball were with me in your office in the presence of yourself, Mr. Sollas and a representative of your right-of-way division.

At that time, as you will remember, we voiced our concerns about the process and procedures apparently being followed in connection with your redefinition of the right-of-way location which was a subject of a public hearing conducted on February 10, 1977, presumably in compliance with the requirements of 23 USC §128.

My request was made to your department on March 30, 1979 for maps and charts of this interchange, which were received on May 10, 1979, and the delay in getting an appointment with you until May 18, 1979, accounts for the intervening time. As we expressed to you at the meeting, it appears rather obvious that the purpose of this realignment, if we may call it that, is to accommodate the interests of owner or owners whose lands lie northerly of and abutting upon the projected right-of-way as depicted at the hearing of February 10, 1977. We see no other reason for this late change without any notice to anyone.

As explained to you, the proposed realignment is seriously detrimental to my clients' lands and interests in various respects. You professed no knowledge of the background facts, and this raises some questions in our minds.

Your analysis and report of the factual aspects of this matter, which you promised at our meeting, will be awaited for a few days at least, but to avoid unduly protracting this matter, this is to request that you schedule a time when myself and my clients may appear before the commission having jurisdiction over matters such as this, to enable us to present our views, which will be of course much more extensive than above stated.

A matter of further great concern of course is your statement of May 18, 1979, that the new location was already firm, although in my conversations with your Portland representatives on several occasions I was assured that it was in the formative stage, as indicated by the various maps which were belatedly given us, stamped "Preliminary, Subject to Change."

Parenthetically, we might emphasize the concern which we expressed at the meeting that the owners of private lands abutting upon the State lands previously acquired for this interchange and which will now apparently be surplus, will be in the best possible competitive position to bid on these lands. We believe you are aware of the identity of the adjoining owner whose interests would thus be served to the detriment of our clients' interests.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred A. Anderson

Fred A. Anderson

FAA:sr

RECEIVED
DIST DIRECTOR
MAY 24 '79
REFER TO
FOR

96.15

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO
DEPT.
238-8226
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: June 5, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Draft Throughway Agreement
North Tigard Interchange/South Tigard Interchange Section
Washington County
Prefix 634-1934

Metro has reviewed the attached draft agreement and has two suggestions:

1. It is proposed that the ramp terminal at the intersection of the H line with the AH and B lines be revised as noted on the sheet 13 of the plans. Adrian Olson is familiar with the proposal and he should be contacted to be certain that the agreement reflects the latest thinking which has been reviewed by Washington County and the City of Tigard.

2. Franklin Street should be shown extending east from station H 75+20 to 66th Avenue and should be colored orange to indicate that maintenance will be County responsibility. Paving of Franklin Street between 66th and 68th was shown on the hearing map.

With these two changes, Metro recommends that the agreement be prepared in final form and presented to the County for execution.

6-8-79
D. Stoudemeyer holding for plan revision.
MCH

JR/po

Attachment

PROJECT [illegible]
CCE ☐
0 FAE [✓ ☐]
Bp
File:
IAA Mainor

9615

STATE OF OREGO
HIGHWAY DIVISION

INTEROF CE MEMO

TO: F. B. Klaboe, Director
Department of Transportation

DATE: May 30, 1979

FROM: H. S. Coulter
State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: North Tigard-South Tigard Interchange Section
Pacific Highway (I-5)

The 1971 design for the North Tigard Interchange on I-5 was based on six travel lanes and 10' shoulders. A four-degree curve was proposed through the Barbur Blvd. structure which provided for a safe speed of 69 mph. The Barbur Blvd. and "A" Line structures were scheduled for removal.

A 1976 downscoped design was approved with six travel lanes with minimum clearances from driving lane to column of 3.9' right and 2.5' left at the critical points. The Barbur Blvd. and "A" Line structures would remain in place. This alternate was presented at the public hearing in February 1977.

The following is quoted from Bob Bothman's letter of April 6, 1979, concerning the downscoped design.

"The cause for this concern is the construction of major, multimillion dollar improvement providing no provisions to correct a major current safety hazard.

"The problem is at the North Tigard Interchange where the southbound traffic is descending on a +5% grade with a six-degree curve left at the bottom of that grade. The horizontal clearance between the columns of the overcrossing structure is not adequate to allow construction of standard width shoulders on the freeway nor is it adequate to provide for any improvement to the existing horizontal curvature or vertical grade. The current plan incorporates these inadequacies by calling for decreasing both the outside shoulders and the inside shoulders and for retaining the existing curvature and grade.

"Adrian Olson has developed a plan utilizing a pair of flatter curves that will fit within the right-of-way presently being purchased. It does not require additional detour structure for the 99W to I-5 traffic. It does require replacing the two overhead structures to allow the use of the flatter curve and to gain the needed horizontal and vertical clearance. It does also provide better grades for the ramp and truck lane.

RECEIVED
DOT DIRECTOR
MAY 31 '79
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

"With an anticipated increase in traffic to 90,000 ADT and the likelihood of little chance to improve the interchange in the future, it is recommended that the plan proposed by Adrian Olson be adopted."

The 1979 plan developed by Preliminary Design provides for four-degree curve alignment and standard shoulder width. This proposal does not require the detouring of the "A" Line traffic as did the 1971 plan, but does require the replacement of the Barbur Blvd. and "A" Line structures. Bob Bothman, Ed Hardt and E. S. Hunter support the safety upgrading of the North Tigard Interchange as presently proposed.

Because of the limitation of the downscoped plan it is my recommendation that we construct the 1979 plan developed by Preliminary Design.

Your approval to proceed with the construction of the plan that provides for four-degree curve alignment and standard shoulder widths is requested.

approved
6-1-79
FB Klaboe

RECEIVED
STATE HWY ENGR
JUN 4'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

6-4-79
cy Bothman
Versteeg
Hunter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 25, 1979

FILE:

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: North Tigard Interchange
Pacific Highway (I-5)

TO: H. S. Coulter
State Highway Engineer

Last week when A. D. Olson and I were discussing the design of the North Tigard Interchange with Fred, he indicated he would consider approving the 4° curve plan with standard shoulder widths. The attached Rough Draft is an attempt to provide adequate justification that includes the replacement of Barbur Boulevard and the "A" Line structure.

JHV:ab

91.15

1-5

(North [illegible] Co. Figures)

May 23/1979

No. of [illegible] —

Oct. 1967 Manual $\frac{2543}{24,732}$ Heavys ADT = 10.3%

No. of Haines O-xing 1974 Manual $\frac{4791}{43,668}$ Heavys = 11.5%

No. of Haines O-xing 1979 (Estimated) $\frac{6000}{53,000}$ " = 11.3%

IOWA RECORDER

1967 — $\frac{3678}{55157}$ Heavy ADT = 6.7%

1970 — $\frac{4794}{74,018}$ = 6.5%

1973 — $\frac{5959}{\text{[illegible]}}$ = 7.3%

1976 — $\frac{7777}{\text{[illegible]}}$ = 8.2%

To Hal Versteeg
by phone
FHW

9615

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-5-6(64)295
N. Tigard Intchg.-S. Tigard Intchg.
Pavement Design

DATE: April 26, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Our January 11, 1979, letter approved the revised surfacing design submitted with Mr. Terpin's December 8, 1978 letter. A subsequent policy decision has been made that Federal participation in the extra 1-inch pavement thickness for future restoration of skid surface and transverse cross slope by milling cannot be approved.

Based on this policy decision, Federal participation in the cost of the CRCP on the subject project, as well as the Columbia River to S.E. Foster Road Section of I-205, is limited to the 10-inch thickness otherwise required for structural reasons.

G. L. Green

cc:
E. S. Hunter (OSHD)

4-30-79
cc Christensen

RECEIVED
STATE HWY ENGR
APR 30 '79
REFER TO
Terpin
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

5-9 cy to
Hunter
Hammerstrom #2.
R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 11, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project I-5-6(64)295
N. Tigard Intch. - S. Tigard Intch.
Pacific Highway, I-5
Surfacing Design
Multnomah County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

The revised surfacing design submitted with Mr. Terpin's December 8, 1978, letter is approved as requested.

G.K. Hossner
for G. L. Green

RECEIVED
TECHNICAL SERVICES
JAN 15 '79
REFER TO
cy- Terpin
FOR
Info Inves R/D D/R Sign Act File

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL / /OR AUTHORIZATION

FEDERAL AID PROJECT NO I-5-5(70)293

STAT JECT NO. See below

COUNTY NAME Clackamas, Multnomah and Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90086

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO Moehring
FOR
Info | R/D | Sign | Act | File

4/13
orig to Moehring

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 4-5-79	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Capitol Hwy. - South Tigard Interchange

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 3, 1979 you are now authorized to proceed with the acquisition of easement on File #50523, as shown on R/W Map 9B-11-17 at a TEC of $200. Federal participation is limited to that right of way actually incorporated into the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-10-79	G K	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9615

NOTED
R. S. COULTER

STATE OF OREGON **INTEROFFICE MEMO**

Metro Branch	238-8226
DEPT.	TELEPHONE

RECEIVED
STATE HWY ENGR
APR 9'79
REFER TO
Ed. Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: SCOTT COULTER
State Highway Engineer

DATE: April 6, 1979 4/10 cy to

FROM: R.N. BOTHMAN
Administrator Robert N Bothman

please discuss
HSC

SUBJECT: North Tigard-South Tigard Interchange

I have asked Max Klotz, Bob Ewen, Ken Limbocker, Tom Schwab to all review the current plans for the North Tigard-South Tigard interchange project.

The cause for this concern is the construction of a major, multi-million dollar improvement providing no provisions to correct a major current safety hazard. In fact, it is my opinion that the new design will be actually more hazardous because of the reduction in clearances, than the existing facility. The concern is primarily southbound although during inclement weather we have an equal problem northbound.

The problem is at the North Tigard interchange where the southbound traffic is descending on a 5+% grade with a 6 degree curve-left at the bottom of that grade. Within the southbound spiral of the 6 degree curve is the existing structure for Highway 99W. The horizontal clearance between the columns of the overcrossing structure is not adequate to allow construction of standard width shoulders on the freeway nor is it adequate to provide for any improvement to the existing horizontal curvature or vertical grade. The current plan incorporates these inadequacies by calling for decreasing both the outside shoulders and the inside shoulders and for retaining the existing curvature and grade.

Without the major capital improvements, I can see reducing freeway standards in order to attempt to increase the capacity and improve the operation through a bottleneck situation. However, this is not the case with a very extensive new improvement. I think we should provide for a standard freeway section.

There is a second existing freeway crossing structure 300 feet south of 99W which has a slightly better clearance condition, but is still below a standard typical section. It is also involved with the situation of a 6 degree curve located at the foot of a 5% grade.

Because of the vertical clearances through both structures, it is not possible to provide full superelevation. So, not only do we have a 5+% grade with a 6 degree curve at the foot of the grade without standard width shoulders, we also have a substandard superelevation due to the limited vertical clearance.

Is this true?

The alignment and grade proposed are very similar to those existing. However, by adding the additional lane and utilizing the existing shoulder widths, we are creating a more hazardous situation because we are eliminating the shoulder width which provides a margin for driver error at the present time.

There is additional problem with the alignment besides the 5% downgrade and 6 degree curve. The vertical curve is not centered on the horizontal curve causing a low point in the vertical to be immediately under the existing structures which will have substandard supers and substandard shoulder widths. The current GM shoulder barrier and median barrier show vivid evidence of the problem with this combination of vertical and horizontal alignment. The attached pictures are only a sample of the documented accidents at this location.

Also, in reviewing the interchange, we are reducing standards where the existing exit lanes for the southbound downhill traffic have caused additional problems. No significant correction of this problem is included in the current design.

As mentioned, the uphill traffic has proved to be a serious problem through the interchange due to the lack of shoulders and adequate refuges at the present time from vehicles having problems. We are simply accentuating the problem. We also have considerable problem with getting sand to the uphill traffic when these accidents and back ups do occur and of course, with substandard shoulders, we will not be able to use the shoulders to gain access up the hill. Traffic backups have extended past Lower Boones Ferry Interchange and into the Tualatin area.

The proposed design utilizing the existing structures causes the proposed truck lane to have a severe grade. The separate truck lane could be provided a more reasonable grade with the implementation of the revised structure. The truck lane would then operate at a much better speed during adverse weather.

Adrian Olson has developed a plan utilizing a pair of flatter curves that will fit within the right-of-way presently being purchased. It does not require additional detour structure for the 99W to I-5 traffic. It does require replacing the two overhead structures to allow the use of the flatter curve and to gain the needed horizontal and vertical clearance. It does also provide better grades for the ramp and truck lane.

Bob Ewen's original design did provide a single curve instead of the two curves proposed by Adrian. Bob's design has the net effect that it pushes the freeway to the west and requires a substantial acquisition of additional right-of-way. The difference in cost between Adrian's plan and Bob's plan is approximately 5 million dollars, Adrian the lesser. It is my belief that building the proposed plan would accentuate a hazardous condition that we now have. With an anticipated increase in traffic to 90,000 ADT and the likelihood of little chance to improve the interchange in the future, it is recommended that the plan proposed by Adrian Olson be adopted.

RNB/po

Enclosure

North Tigard Interchange

Listed Advantages to be Obtained by Redesign of Freeway at Tigard Interchange

1. Safer Roadway in a very Hazardous area
2. Improve horizontal alignment to 4 degree curve
3. Correct super elevation to full super
4. Correct vertical clearance under structures to standard clearance
5. Maintain full shoulders
6. Correct horizontal clearance
7. New structure grade improves grade for northbound truck lane
8. Stage construction would be enhanced by wider section to handle peak hour volumes.
9. Horizontal sight distances would be increased
10. Full shoulders would provide chain-up area at most critical point and emergency access through interchange area.

The following
Document(s)
are
Photographs

7-15

FORM 81-731-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
April 6, 1979
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: Adrian D. Olson
Preliminary Design Engineer
Engineering Unit

SUBJECT: N. Tigard - S. Tigard Interchange Section
Pacific Hwy. (I-5)
Multnomah County, Oregon

Thank you for the information in your 3-28-79 memo. As we indicated previously, we feel that the right-of-way problems and cost of additional right-of-way required to build a noise berm in Area 3 (Lesser Way and 64th Avenue) are prohibitive. Therefore, we will delete this barrier from those approved for construction and will incorporate a request for exception to achieving the FHWA design noise levels at the remaining houses in our final Noise Study Report.

GAP:brl

NOTED
E. S. HUNTER

cc: E. S. Hunter
B. Boyd
R. Bothman
Ed Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 28, 1979

FILE:

FROM: Adrian D. Olson
Preliminary Design Engineer

TO: Gary Potter
Manager, Environment Section

SUBJECT: N. Tigard-S. Tigard
Interchange Section
Pacific Highway (-5)
Multnomah County

Studies have been made of alternate noise abatement measures for the several houses along Lesser Way and 64th Avenue.

The original plan is indicated in the noise study report, shown on the current construction plans, and was used for establishment of the current right of way limits. This included a combination wall and berm at a cost of approximately $104,000.

We have since been advised that the damages to three of the houses that were presumably left behind the berm are so great that total takings are appropriate. Their drain fields would be within the area of taking and a suggested sewer line for alternate service was not feasible.

With the apparent need to acquire these properties a revised sound wall and berm combination was laid out closer to Lesser Road and 64th Avenue to reduce the attenuation cost. The revised facility would cost an estimated $75,000 as opposed to the original $104,000.

At this point it was suggested that the project costs be determined (for this immediate vicinity) for the right of way and attenuation as opposed to only the right of way needed for construction of the project.

The cost of right of way for the original plan is estimated at approximately $485,000 and the revised attenuation at $75,000, for a total of $560,000.

By elimination of all attenuation the right of way required was reduced to approximately $350,000.

This would leave two, possibly three, houses that would need to be acquired under the original plan. This would save approximately $210,000 and would leave the houses with approximately the same noise levels that presently exist.

Your consideration of this situation is requested.

ADO:cj
cc: E. S. Hunter
B. Boyd
R. Bothman
Ed Hardt

NOTE:
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 30 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

N. TIGARD INTCHGE - S. TIGARD INTCHGE. SEC.
PACIFIC HIGHWAY
MULTNOMAH WASHINGTON / CLACKAMAS COUNTIES
OREGON
7

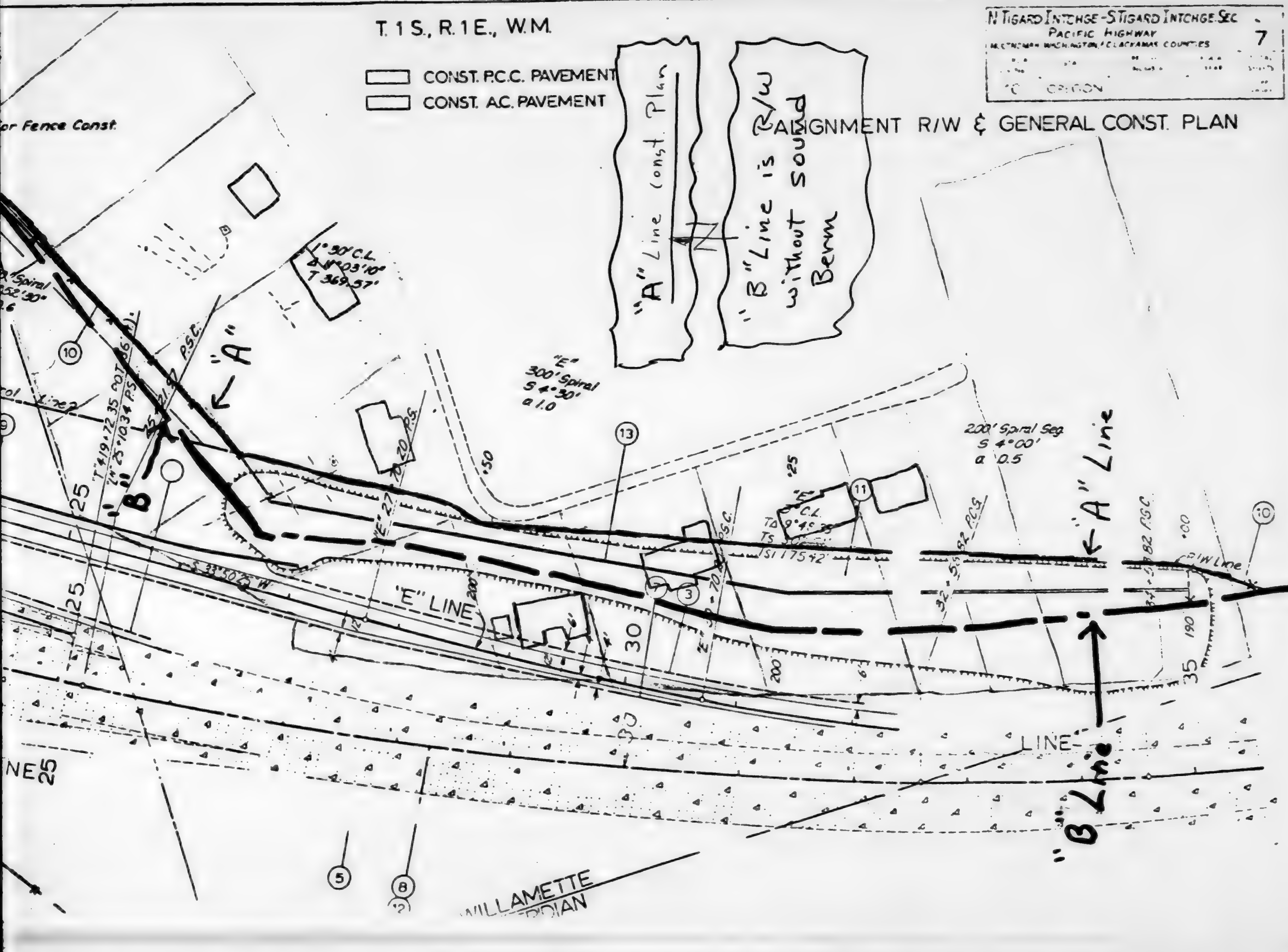
ALIGNMENT R/W & GENERAL CONST. PLAN

T. 1 S., R. 1 E., W.M.

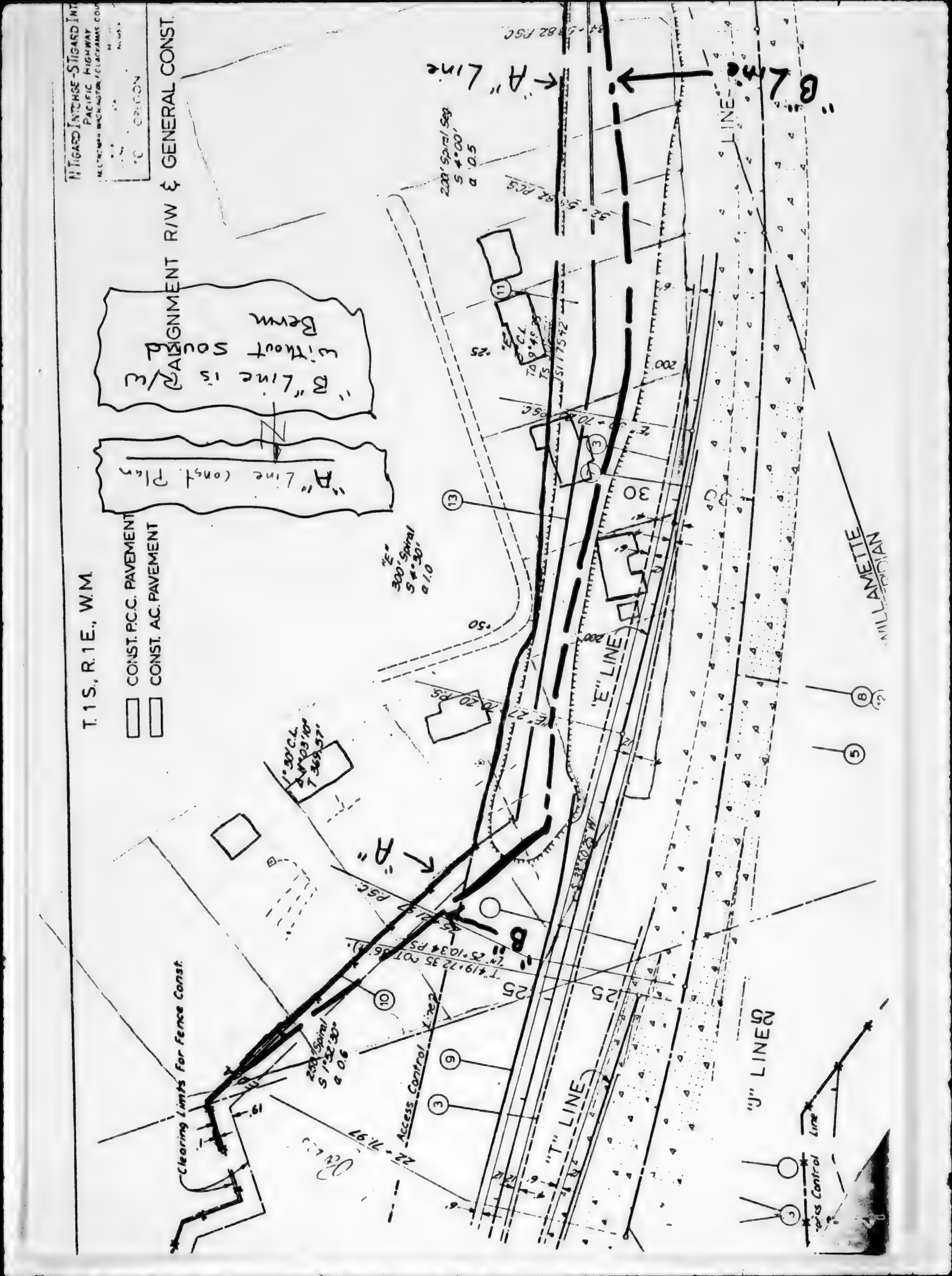
▭ CONST. P.C.C. PAVEMENT
▭ CONST. A.C. PAVEMENT

"A" Line const. Plan

"B" Line is R/W without sound Berm



for Fence Const.
"A"
"B"
"A" Line
"B" Line
"E" LINE
LINE
"E" 300' Spiral S 4°30' a 1.0
200' Spiral Seg. S 4°00' a 0.5
1°30' C.L. Δ 4°03'10" T 369.57'
"E" C.L. 9°45'
S 33°30'20" W
WILLAMETTE MERIDIAN
R/W Line
25
25
30
35
200
200
190
10
13
11
3
5
8
9
10



N. TIGARD INTCHGE - S. TIGARD INT
PACIFIC HIGHWAY
MULTNOMAH WASHINGTON CLACKAMAS COU
OREGON
ALIGNMENT R/W & GENERAL CONST.
T.1S., R.1E., W.M.
CONST. P.C.C. PAVEMENT
CONST. A.C. PAVEMENT
"A" Line Const. Plan
"B" Line is R/W without sound Berm
"A" Line
"B" Line
"A"
"B"
"E" LINE
"T" LINE
"J" LINE
LINE
WILLAMETTE MERIDIAN
Access Control Line
Access Control Line
Clearing Limits For Fence Const.
200' Spiral S 1°32'30" a 0.6
"E" 300' Spiral S 4°30' a 1.0
200' Spiral Seg S 4°00' a 0.5
S 33°50'25" W
25
25
30
13
10
9
3
11
8
5

76-15

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE March 23, 1979

TO ROD HENRY
Assistant R/W Manager
Salem, Oregon

Gregory M Mier

FROM GREGORY M. MIER
Right of Way Agent
Region I - Milwaukie

RECEIVED

SUBJECT COMPARATIVE RIGHT OF WAY COST ESTIMATE

N.Tigard-S.Tigard Interchange Section
Pacific Highway
Multnomah County
Fed. Project No. I-5-5(70)293

The N.Tigard-S.Tigard project, "T" Line Eng. Sta. 23-37, is divided into two Right of Way Alternatives -- "A" (the existing plan) and "B" (the proposed plan). The right of way data for these two takings is estimated on the accompanying chart.

The following Right of Way Cost Estimate compares the two Right of Way Alternatives in terms of displaced residences, acres required, damages, relocation costs, and total number of parcels effected. Both Right of Way lines run between Eng. Sta. 23+00 and Eng. Sta. 37+00, "T" Line. The depth of the two Right of Way lines is the major difference between them. The areas are shown on the attached map.

RESIDENTIAL IMPACTS

The project has a major impact on the Lesser Way neighborhood under both proposals. Two homes, Files 50210 and 50211 would be taken under the original plan and not taken under the new plan. According to the right of way information furnished this office in January 1979, both property owners were informed of the original situation. Appraisals have been prepared.

1 Versteeg
Anderson
2 Christensen
3 Olson ADO.
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 27 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Questionnaired for 50206 on plan B ADO.

How much damage accrues to these two files, in the new plan, is a function of proximity and loss of drainfield repair area in a high rate of drainfield failure area.

The major cost difference between the two Right of Way Proposals is, based on these two files and damages to their remainders. Right of Way cost savings on the proposed line would reduce if damages to these files increased.

CALCULATED RIGHT OF WAY COSTS

Existing Plan "A"		Proposed Plan "B"	
Land:	$147,000	Land:	$101,500
Improvements:	131,500	Improvements:	63,500
Damages:	165,000	Damages:	161,000
Moving and Relocation:	39,000	Moving and Relocation:	23,000
TOTAL	$482,600	TOTAL	$349,000

GMM:kc
Attachments

Form 81-[illegible]4-3147

A = Existing Plan
B = New Alternative

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

COMPARATIVE RIGHT OF WAY COS

N.Tigard-S.Tigard Int. "T" Line Engi

Prepared 3/23/79
By: Gregory M. Mier

R/W File Number	(In Taking) LAND				(In Taking) IMPROVEMENTS				
	AREA REQUIRED		COST		TYPE		COST		
	A	B	A	B	A	B	A	B	A
50203	.05 ac.		$ 2,000		---		---		---
		.04±ac.		$ 1,700		---		---	
50204	.22 ac.		$ 9,600		---		---		---
		.18±ac.		$ 7,800		---		---	
50205	.39 ac.		$ 17,000		---		---		---
		.32±ac.		$ 14,000		---		---	
50206	.35 ac.		$ 15,000		Drainfield		$ 2,000		Unhab House
		.18±ac.		$ 8,000		Drainfield		$ 2,000	
50207	.40 ac.		$ 17,500		---		---		---
		.38±ac.		$ 16,500		---		---	
50208	.24 ac.		$ 10,500		House		$ 53,500		---
		.22±ac.		$ 9,500		House		$ 53,500	
50209	.40 ac.		$ 17,500		House		$ 68,000		Uneco Land
		.24±ac.		$ 10,500		Drainfield & Pool		$ 5,000	
50210	.39 ac.		$ 17,000		Drainfield & Sheds		$ 5,000		Unhab House
		.18±ac.		$ 8,000		Sheds		$ 2,000	
50211	.18 ac.		$ 8,000		Drainfield		$ 2,000		Unhab House
		.09±ac.		$ 4,000		---		---	
50212	.17 ac.		$ 7,500		---		---		---
		.09±ac.		$ 4,000		---		---	
50213	.40 ac.		$ 17,500		---		---		---
		.23±ac.		$ 10,000		---		---	
50214	.18 ac.		$ 8,000		Driveway		$ 1,000		Constr Access
		.17±ac.		$ 7,500		Driveway		$ 1,000	---
TOTAL A	3.37 ac.		$147,100				$131,500		
TOTAL B		2.32±ac.		$101,500				$ 63,500	

ARATIVE RIGHT OF WAY COST ESTIMATE

igard Int. "T" Line Engineer Station 23-37

SHEET .... OF ....

S		(To Remainder) DAMAGES				RELOCATION AND MOVING			
COST		TYPE		COST		COST		TOTAL COST	
A	B	A	B	A	B	A	B	A	B
--		---		---		---		$ 2,000	
	---		---		---		---		$ 1,700
--		---		---		---		$ 9,600	
	---		---		---		---		$ 7,800
--		---		---		---		$ 17,000	
	---		---		---		---		$ 14,000
,000		Unhabitable House		$ 53,000		$ 12,000		$ 82,000	
	$ 2,000		Unhabitable House ?		$ 53,000		$ 12,000		? $ 75,000
--		---		---		---		$ 17,500	
	---		---		---		---		$ 16,500
500		---		---		$ 6,000		$ 70,000	
	$ 53,500		Uneconomic Remainder		$ 1,000		$ 6,000		$ 70,000
000		Uneconomic Land		$ 2,000		$ 5,000		$ 92,500	
	$ 5,000		Unhabitable House		$ 62,000		$ 5,000		$ 82,500
000		Unhabitable House		$ 53,000		$ 6,000		$ 81,000	
	$ 2,000		No repair area for drainfield & proximity		$ 20,000		---		$ 30,000
000		Unhabitable House		$ 52,000		$ 10,000		$ 72,000	
	---		Proximity less repair area for drainfield		$ 20,000		---		$ 24,000
-		---		---		---		$ 7,500	
	---		---		---		---		$ 4,000
-		---		---		---		$ 17,500	
	---		---		---		---		$ 10,000
000		onstruct ccess		$ 5,000		---		$ 14,000	
	$ 1,000	---	Construct Access		$ 5,000		---		$ 13,500
500				$165,000		$ 39,000		$482,600	
	$ 63,500				$161,000		$ 23,000		$349,000

006595

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

Form E-669 (5-71)

Sheet 1 of 1

F5

OREGON STATE HIGHWAY DIVISION

SOILS AND GEOLOGY EXPLORATION LOG

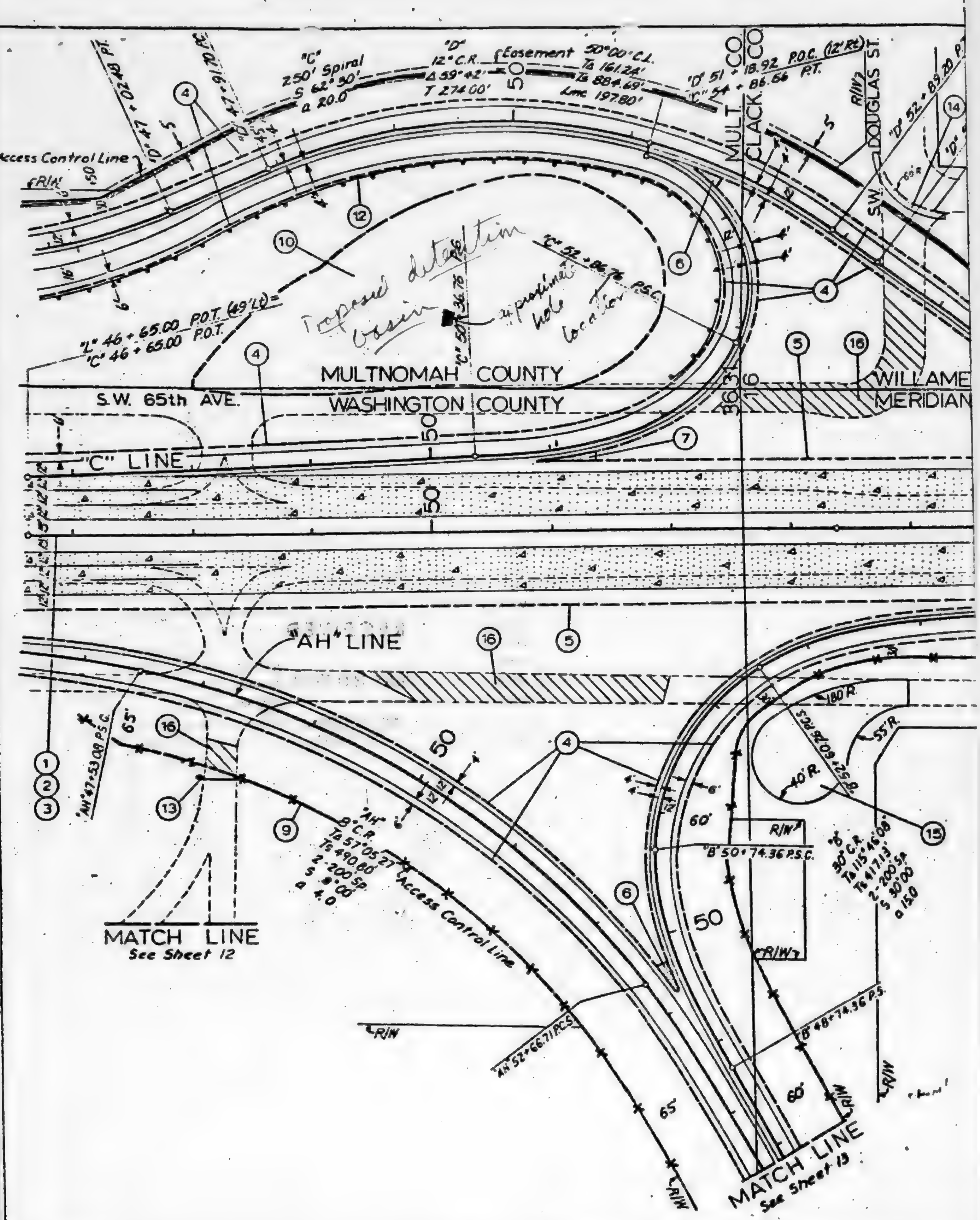
Project N. Tigard - S. tigard Interchange (Haines Rd.) Hole No. TB-1
Highway I-5 County multnomah Bridge No.
Location Prefix 639-1934-910
Ground Elevation Angle vertical Equipment Used Knight + Stone Rotary
Engineer clarence eshelman (geologist) Purpose of Work
Started 3-19-79 Completed 3-21-79 Drillers Terry Lavinger
Drive Sampler O.D. I.D. Hammer Weight Fall
Other Testing Equipment: Type "HQ" wireline Casing Size

Elevation	Hardness or strength values, vane shear, torvane, triaxial, etc.	Weathering	Jointing or particle size	% Nat. moisture, liquid limit, P.I.	Color	Texture	Sampling method, size	Blows feet	Recovery ft. / Sampled ft.	% Recovery	Casing size and depth	Water level	Depth (feet)	Graphic log	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
					brown	fine	C-1 0'-7.5		0.4 / 7.5	6	HQ wireline		5		0'-15.5' SILTS
							C-2 7.5'-12.5'		0 / 5	0			10		
							C-3 12.5'-17.5		1.5 / 5	30			15		
			gravels to 2"		brown gray	coarse									15.5 - 18' SILTY gravels
					gray		C-4 17.5'-22.5'		3.5 / 5	70			20 22.5		18'-22.5' weathered and decomposed rock
															22.5' Bottom of Hole

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 4

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 3-22-79


"C" 250' Spiral
S 62° 30'
a 20.0
"D"
12° C.R.
Δ 59° 42'
T 274.00'
℄ Easement 50°00' C.L.
Ts 161.24'
Ts 884.69'
Lmc 197.80'
"D" 51 + 18.92 P.O.C. (12' Rt)
"C" 54 + 86.56 P.T.
"D" 47 + 02.48 P.T.
"D" 47 + 91.70 P.C.
"D" 52 + 89.20 P.T.
Access Control Line
℄ R/W
R/W
MULT. CO.
CLACK. CO.
S.W. DOUGLAS ST.
"C" 52 + 86.76 P.S.C.
"L" 46 + 65.00 P.O.T. (49' Lt)
"C" 46 + 65.00 P.O.T.
"C" 50 + 36.76
Proposed detention basin
approximate hole location
MULTNOMAH COUNTY
WASHINGTON COUNTY
S.W. 65th AVE.
WILLAME
MERIDIAN
36 31
1 6
"C" LINE
"AH" LINE
50
"AH" 47 + 53.08 P.S.C.
65'
"AH"
8° C.R.
Δ 57° 05' 27"
Ts 490.80
2 - 200 Sp.
S 8° 00'
a 4.0
Access Control Line
MATCH LINE
See Sheet 12
℄ R/W
"AH" 52 + 66.71 P.C.S.
65'
R/W
"B" 50 + 74.36 P.S.C.
"B" 48 + 74.36 P.S.
"B" 52 + 60.26 P.C.S.
"B"
30° C.R.
Δ 115° 46' 08"
Ts 417.13'
2 - 200 Sp.
S 30° 00'
a 15.0
180' R.
55' R.
40' R.
60'
60'
R/W
MATCH LINE
See Sheet 13
1
2
3
4
5
6
7
9
10
12
13
14
15
16

1-5

HIGHWAY DIVISION 378-6558

J. B. Boyd
Right of Way Manager

March 19, 1979

J. H. Versteeg
Road Design Engineer

File 50523-Scherr
N. Tigard Intch.-S. Tigard Intch. Sec.
Pacific Highway
Multnomah County

Attached is a description, an authorization and prints covering additional right of way required for subject section. This project is scheduled for the 3rd quarter of 1980.

By: R
Robert R. Rounds
R/W Description Supervisor

RRR:cj
Attachments

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

~~ROW 18-4~~

NOTED
E. S. HUN

February 27, 1979

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Sanitary Sewer Encroachment
Haines Road Interchange Unit
N. Tigard Interchange-S. Tigard Interchange Section
Pacific Highway I-5
Multnomah, Clackamas & Washington Counties
PE Project No. I-5-6(64)295

Dear Mr. Green:

Enclosed is a preliminary drawing of the Haines Road Interchange upon which a proposed sanitary sewer installation has been drawn. The sanitary sewer is being proposed to serve the remaining properties after partial takings for the Interchange right-of-way. The partial takings remove the property used and required for septic tank drain fields. If the sanitary sewer is not provided, the State would have to purchase or "damage out" the remaining property.

The proposed sanitary sewer installation encroaches on the right-of-way for the Interchange. As indicated on the plan, the estimated cost of purchasing the remaining property (damages) would be $230,000. The estimated cost of the proposed sewer is $73,000.

Your approval of the proposed plan for sanitary sewer installation as the most economical method of right-of-way acquisition and the encroachment on Interstate right-of-way is requested.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

JMC/seb
cc: ✓E. S. Hunter
J. H. Versteeg
Don Stoudenmeyer

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TECHNICAL SERVICES
FEB 27'79
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FOR

Info	Inves	R/D	D/R	ign	ict

AN EQUAL OPPORTUNITY EMPLOYER

Form 734-3122

4615

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 23, 1979 Telephone 238-8226

Erik Voldbaek
16643 S.W. Roosevelt Avenue
Lake Oswego, OR 97034

The planned North Tigard Interchange-South Tigard Interchange improvement of Interstate I-5 is confined between those two termini and, therefore, does not address the noise at your property at 16643 S.W. Roosevelt.

As a result of your concern with the noise levels at upper Boones Ferry Road, as well as concern about other locations in the Portland metropolitan area, the Department has concluded a study to define the magnitude of the problem in the urban area. A policy statement has been prepared which is planned for transmittal to the Oregon Transportation Commission at their March 27 meeting.

Essentially, the study, as well as the policy, provides that the Department will not mitigate noise on existing highway facilities. The Department will mitigate noise on all new projects as part of those transportation improvements. The policy is primarily an outcome of priorities for limited funds for transportation improvements.

R. N. Bothman
Administrator

RNB/ke

cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
FEB 26 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

634-1934
(170)

16643 S. W. Roosevelt Avenue
Lake Oswego, OR 97034

February 15, 1979

Mr. R. N. Bothman, Administrator
Department of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

I have examined the Final Environmental Impact Statement for the planned North Tigard Interchange—South Tigard Interchange improvement of Interstate I-5 in the hope of finding some reference and mitigation program regarding the existing noise problem at our property at 16643 S. W. Roosevelt.

In reviewing your files you will find that we filed our first complaint on January 29, 1975. Later our neighbor also filed a complaint and had several meetings with various authorities. As a result of that, the Department of Transportation conducted a very brief noise study in our area early in October and November of 1976. The study concluded "the Northeast Quadrant of Upper Boones Ferry Interchange — four homes are adjacent to the on-ramp with noise levels near 76 dBA" and I can assure you that there has been no reduction in the noise level since that time.

Table 1 of the report indicates that the measurements were all taken around the noon hour. This probably is the most quiet time of the day. A proper evaluation of the noise problem would require continuous monitoring around the clock for an extended period. I believe you would find that the noise level frequently reached much higher values than indicated in your report, particularly during night hours with westerly winds when truck traffic is predominant.

In the last paragraph of your letter to me of August 25, 1978, you stated that at that time no funds were available for noise abatement programs for the Tualatin River South Tigard section.

The reason for this letter is to urge the Department of Transportation to construct noise mitigating devices as soon as possible and certainly before or in connection with the proposed I-5 improvement to the Tualatin River South Tigard section which has been in violation of the Federal Highway Administration's own standards for more than four years.

Very truly yours,

Erik Voldbaek

MA PDM PDE TSE SPC
ODOT - METRO
[illegible]
AM PPS FILE TIA

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 14, 1979

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Sound Study Report
North Tigard-South Tigard
I-5

TO: MEMO TO THE FILE

Table 3 of this report lists 10 areas where the federal design noise levels are exceeded and identifies possible mitigation measures. Recommendations have been made to construct walls in some instances and not to construct them in other areas subject to administrative review. The following alternates are available.

1. Approve the report as submitted.
2. Approve constructing only those walls presented at the public hearing.
3. Approve the construction of the walls as recommended in the hearing study report.
4. Ask the FHWA for total exception to 7-7-3.
5. Construct all the walls regardless of cost in compliance with the design noise levels in 7-7-3.
6. Request an engineering, economical, environmental analysis of each of the 10 areas identified in the report. Prepare a prioritized list of mitigation measures along with recommendations for consideration of the Technical Services Engineer.

Alternate 6 is recommended.

JHV:jh

RECEIVED
FEB 14 1979
ENGINEERING SECTION

___ Versteeg ___
___ Christensen ___
___ George ___
✓ Olsen ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Anderson ___

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION 378-6558
DEPT. TELEPHONE

TO: MEMO TO THE FILE **DATE:** February 14, 1979

DNStoudenmeyer
FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: North Tigard Interchange
Pacific Highway
Multnomah County

Early in 1976 Mr. Klaboe requested that we look into the possibility of "downscoping" the proposed reconstruction of the North Tigard Interchange.

In June 1976 Mr. Hunter approved the present cut down version of the interchange for the following reasons:

Saved $5,000,000 in I funds;
Less traffic disruption during construction;
No disruption of traffic on Barbur Blvd.;
Present 55 m.p.h. speed limit;
Reduced environmental impacts;
Provides special truck lane; and
Six lanes on mainline.

This present proposal does not preclude construction of the original elaborate design at some future date.

Since the 55 m.p.h. speed limit was instituted there has been a dramatic reduction in accidents through this area.

The "downscoped" plan with the existing alignment on I-5 maintains a 6° curve (58 m.p.h. safe speed) and provides 3-1/2 foot left shoulders and 6 foot right shoulders. The "downscoped" plan with a 5° curve (62 m.p.h. safe speed) provides horizontal clearances at some points less than 2 feet from the travel lane.

The original plan which replaced all the structures provided a 4° curve (69 m.p.h. safe speed) and standard horizontal clearances.

The original elaborate plan with bridge replacement was approved by FHWA for construction and the "downscoped" plan was approved by FHWA in August 1976.

DNS:cj

9615

Oregon State Highway Division

Victor Atiyeh
Governor

January 29, 1979

NOTED
E. S. HUNTER

Permapost Products Company
25600 S.W. Tualatin Valley Highway
Hillsboro, OR 97123

Attention: W. R. Bond, Sr.
Vice-President

Dear Mr. Bond:

Our Bridge Section will be developing sound wall designs for the six-laning of I-5 in the North Tigard-South Tigard area. This section of I-5 will not be under construction for two to three years because of the lead time necessary to acquire right-of-way for this highway improvement project.

As you have discussed with Mr. Bothman, at some future date additional walls may be constructed in the urban areas of the State. Funds for this purpose have not been programmed by the Highway Division in the current Six-Year Program. We would be premature at this time in preparing wall designs until funds are available for construction.

The Category II Experimental Project discussed in Mr. Hunter's letter to you does not provide any additional State or Federal funds. A Category II Experimental Project under FHWA regulations merely allows the agency to specify a proprietary item such as the Perma-Delta design walls. Under State laws the State Contract Review Board requires that the agency justify the use of copyrighted products.

Based on my evaluation of the present available funds we would not be constructing sound walls for testing purposes in the next couple of years. A meeting with representatives from our Bridge, Environmental and Design Sections can be set up to discuss future sound wall installations. If you desire such a meeting, please let me know and I will arrange for one here in Salem.

Very truly yours,

J H Versteeg

J. H. Versteeg
Road Design Engineer

RECEIVED
TECHNICAL SERVICES
JAN 30 '79
REFER TO
FOR
Info Inves R/D D/R Sign Ret File

JHV:jh
cc: E. S. Hunter
Bob Bothman
Gary Potter
Ted Pallister

Form 81-734-3122

January 16, 1979

Multnomah County
Board of Commissioners
1021 S.W. 4th Avenue
Portland, OR 97204

Attention: Diane Trudo
Clerk of the Board

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 430," adopted by the Transportation Commission on December 19, 1978, covering the N. Tigard Interchange-S. Tigard Interchange Section of the Pacific Highway in Multnomah, Clackamas and Washington Counties.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

1983 N. Tigard - S. Tigard 9615
Interchange Sec. Pacific Hwy.
(gr, pav, st, sig, ill) #3

FORM 81-734-3030

1-5

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 29, 1978

FROM: J. H. Versteeg
Engineering

SUBJECT: N. Tigard-S. Tigard
Pacific Highway
Washington & Clackamas Counties

TO: Anthony J. George
Environmental Section

I am not sure that the Right of Way Section has accepted the responsibility for field negotiations with property owners on noise barriers. This question needs to be resolved with Mr. Bruce Boyd.

J H Versteeg

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

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JAN 0 3 1979
ENGINEERING SECTION

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JHV:ab
cc: J. B. Boyd

1/2/79 discussed with Tony George the need to separate noise mitigation & R/W acquisition. JB Boyd cc Versteeg

RIGHT OF WAY SECTION
RECEIVED
JAN 8 - 19[illegible]
ARE AKA FE CA RD
S AE CL OS FAD

81-734-3030

1-5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

December 20, 1978

FILE:

Tony

FROM: Anthony J / George
Environmental Section

TO: J. H. Versteeg
Engineering Section

SUBJECT: N. Tigard - S. Tigard
Pacific Highway (I-5)
Washington and Clackamas Counties
Noise Mitigation

Attached is a draft supplemental noise study report on the subject project. We prepared this report in response to A. Olson's request for clarification of areas left for further study in the FEIS report. It is prepared so that your staff can estimate costs of the mitigation alternatives. Once this is completed, I suggest that E.S. Hunter, G.A. Potter and yourself can decide which of the alternatives investigated should be advanced for further consideration. A modified report can then be sent to the Right-of-Way Section for field negotiations with property owners on those barriers where property owner consideration is an important factor in the decision to implement the barrier. As soon as these negotiations are complete, your staff can then incorporate the mitigation measures in the final contract plans.

In the attached report, you will find that we need new or revised cost estimates in the following areas:

Area 2 - a new barrier
Area 3 - an alternative to the berm/wall construction
Area 5 - a new barrier
Area 7 - a new barrier
Area 8 - an alternative to the shoulder barrier
Area 9 - a new barrier
Area 10 - a new barrier

Should none of these alternatives be ultimately adopted, your cost estimates will give us the documentation needed to request exceptions to meeting the FHWA design noise levels - a fact that had been overlooked thus far.

If you have any questions, please contact Tim Thex (Ext. 8511) or myself. Your earliest response would be appreciated.

TT/cjw

Enclosure

cc Adrian Olson

1 Versteeg ✓
Christensen
George
Olson AOl.
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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Action

Data provided to Thex 1/4/79
by T.E. — AOl. 1/4/79

Copy sent to Tony requesting them to ask for anything else they might need! AOl. 1/4/79

1615

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FHWA-OR-EIS-76-04-F

North Tigard Interchange-South Tigard Interchange
Pacific Highway-Interstate 5
Multnomah, Clackamas and Washington Counties, Oregon

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(c), and
23 U.S.C. 128(a)

9-26-78
Date

E S Hunter
Technical Services Engineer

12-15-78
Date

Richard O. Cowdery
Federal Highway Administration Official

7615 1-5

Salem, Oregon
December 6, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Files 50340-50361
North Tigard Interchange- South
Tigard Interchange
Pacific Highway
Washington County

Attached are 22 Files (55 Parcels) and an authorization covering R/W for the balance of the subject project, which is scheduled for the 2nd quarter of 1980.

R/W map prints have been ordered for your office.

By: S

Floyd O. Scott
R/W Desc. Engineer

FOS:cj
Attachments

'615

DATE: December 5, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The survey has been completed on the following project:

N. Tigard Intchge.-S. Tigard Intchge.
Pacific Highway
Multnomah, Clackamas and Washington Counties

In order that the record be clear as to the official location of this facility, your approval of the attached survey approval map is requested. The work has been accomplished consistent with the governing regulations.

This matter will be on the Consent Calendar for your consideration at the December meeting.

Att.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. N. Bothman
D. H. Moehring
J. H. Versteeg
E. L. Hardt
District 2C
George Bell

1-5

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8226
DEPT. TELEPHONE

TO: J. H. Versteeg
Engineering

DATE: September 11, 1978

FROM: R. N. Bothman Bothman
Administrator

SUBJECT: Sound Barriers

Bill Bond contacted me relative to the possibility of using his treated plywood Perma-Delta design on the North Tigard-South Tigard section of I-5 for sound barriers.

If you have not looked at the concrete barriers on I-205, you probably should to get some idea, particularly from the residential side, of their impact on the area. From the freeway standpoint it is too early to get a feel for what they will look like in the completed project.

On North Tigard-South Tigard, I would appreciate it if you would consider use of the wood design and/or other designs.

Please inform me once the decision has been made as to the type of design that will be used on North Tigard-South Tigard.

ke

Attachment

~~Bob Bothman~~ - Hal Versteeg - Discussed with Bothman 9-17-78—advised him that no work had been done on the walls to date. Emphasis will be on durable, vandal-resistant, maintenance-free walls, generally of concrete or block masonry design. On N. Tigard-S.Tigard an attempt will be made to integrate the walls with the character of abutting property while maintaining a continuity of wall treatment throughout the project. Metro will be kept advised as design concepts are developed.

Walt Hart
9-20-78
WJH:dh

1 Versteeg ✓
Christensen
George
V Olson aQ
Terpin
Sullivan
Scott
Savage
Trout

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SEP 11 1978
ENGINEERING SECTION

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Action

1 Versteeg ✓
Christensen
George
2 Olson aQ
Terpin
Sullivan
Scott
Savage

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SEP 21 1978
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RECEIVED
SEP 18 1978
BRIDGE SECTION

81-125-1387

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PERMAPOST
PRODUCTS COMPANY
PRESSURE TREATED MATERIALS

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SHIPMENTS BY
RAIL OR TRUCK

LUMBER • POLES
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• PAINTABLE PENTA
TELEPHONE (503) 648-4156

25600 S.W. TUALATIN VALLEY HIGHWAY — HILLSBORO, OREGON 97123

September 7, 1978

MA PDM PDE TSE SPC
ODOT - METRO
SEP 8 1978

AM PPS ebg FILE N/A

Mr. R. Bothman
Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Dear Bob:

Regarding my conversation with you yesterday concerning sound barriers on I-205 or elsewhere in this area.

We have a residential land developer who is interested in constructing a barrier wall on property adjoining I-5, south of the Farmers Insurance Building at Tigard.

Incidentally, he informed me that he understands that the Highway Department has under consideration, the construction of a concrete block sound barrier immediately south of his property. It was this information that induced me to call you to inquire regarding the possibility for your Department to consider this, or other locations, as one in which our treated plywood Perma-Delta design might be considered.

I was pleased to have your advice that there are several locations in the Boones Ferry Road area, and elsewhere, where sound barriers might be considered.

We will certainly appreciate such a development and will look forward to hearing from you in this regard, once you have had opportunity to look into this.

Thanking you and with kindest regards.

Yours sincerely,

PERMAPOST PRODUCTS COMPANY

W. R. Bond, Sr.

W. R. Bond, Sr.
Vice-President

RECEIVED
SEP 18 1978
BRIDGE SECTION

WRB,SR:cr

NARRATIVE REPORT
North Tigard-South Tigard
Interstate 5 Freeway
Grading,Paving,Structure and Drainage
G.L. Rien,Designer
June 22,1978

This project begins at Sta. 380+50 through the equation L_7 Sta. 418+32.28 P.O.T Back = L_7 Sta. 22+71.97 P.S.A. Head to the end of the project at Sta. 67+50. A total distance of 1.56 miles.

There will be only one new structure on this project. This structure is located at Haines Road. It is planned to construct this structure in two stages building the southerly half while allowing Haines Road Traffic to use the old structure. Upon completion of the southerly section, Haines Road traffic will use the newly constructed section, the old structure will be removed and the northerly half of the structure will be constructed.. The new structure will be 48 feet wide and will have an 8 foot sidewalk on each side.

The Barbur Boulevard structure and the "A" ramp structure will remain and we plan to excavate the existing pavm't lowering the grade to gain 17 feet of clearance in almost every instance. The minimum clearance will be 16.7 feet and the six degree curve will have standard super.

This project will be constructed in four stages. The first stage will involve the widening of the north bound lanes, extending the existing pavement to a minimum width of 72 feet from the present roadway center line. The widening will allow for two through lanes each direction. After the completion of Stage I, traffic will use the new construction for a temporary roadway.

During Stage II while traffic is on Stage I construction the south bound lanes will be constructed to a minimum width of 70 feet, which will allow for two through lanes each direction. Upon the completion of Stage II, traffic will be moved to the south bound lanes.

Stage III will complete the north bound lanes of the freeway bringing the pavement to final grade, eliminating the additional width and generally completing the easterly side.

Stage IV will route the traffic to its final position with three traffic lanes each direction. During this stage the PCC pavement will have to be constructed through out the length of the "T" and AT lines, which carry the truck traffic and the Barbur Boulevard northbound on ramp traffic. Also the additional temporary width of the south bound roadway will be removed and the new curb will be constructed in its final location. Necessary backfill behind curbs, etc., will be taken care of during this stage. All the intricate details are handled by numerous typicals which depict the variables.

The excavation required to make the required embankments with a shrink factor of 18% (from Fred Yahrbrough) is approximately 25,000 cubic yards short of a balance. However, in talking to George Sanford, there is a good source of supply 3.5 miles west of Progress off Highway 210, known as the Porter Yett quarry, with an ample supply of suitable fill material which is available and would cost $3.50 a cubic yard in place.

This source is now being used for the Denny Road project and the price of this material on that job in place is $2.54 a cubic yard. Just as a matter of interest, there is presently two million cubic yards of good fill material available from this source. An alternate source of material, which has been used by the Compton Construction Company on previous projects, is available at Tonquin. This source is approximately 3.0 miles closer so there could be competition in the bidding for embankment material.

A driveway from Pasadena Street to house no. 5350, possibly still owned by R. Dovelsberg, will need a little special work, such as guard rail and a minor amount of roadwork but should be handled readily.

The "R" line which led to the Southerly limits of Capitol highway on the easterly side of the freeway was eliminated because it would cost twice as much to construct a wall and a roadway to access the properties, as it does to buy the properties. The cul-de-sac was moved northerly.

The "E" line, north bound off ramp to Barbur Boulevard was widened to a two lane ramp because of its length.

The "AH" and "B" lines were moved southerly to a connection with Dartmouth Street, it being the only dedicated roadway in the vicinity. Also Washington County's plans for extending the roadway are very infirm at the present time.

The roadways within the area bounded by the "H" and "AH" lines were keyed down to a minimum due to the possibility of major changes in the use of this property in the future.

Sound walls are required along the freeway on the Easterly side from sta. 25+60 - 35+00 and from approximately Sta. 39+00 to Sta. 65+80.

The concrete main line pavement will begin at Sta. 386+75 and extend through the equation and end at Sta. 67+50 a distance of 1.44 miles. The "T" line and "AT" line will also be concrete. These lines are the new truck bypass lanes. All other ramps and the main line shoulders will be AC. The curb will be mainly type "C", however there will be considerable type "F" curb on the project. GM barrier will be used on centerline throughout the job joining the existing GM barrier on both ends. Also GM shoulder barrier is used wherever protection is required along the freeway. Metal barrier is used off the freeway where protection is required.

Traffic signals will be required at the Haines Road "D" line intersection, at the channelization intersection of the "AH," "B" line and "H" line and possibly one where the "E" line crosses SW 60th Avenue.

The drainage for this project was designed with a different concept in mind. The main difference was to use retention basins to slow down the runoff and thereby extend and equalize it. All existing facilities were used where possible.

The Retention basins are located one in the North Tigard Interchange and one in the South Tigard Interchange.

The Retention basin in the North Tigard will use the existing 30" pipe by extending it on both ends and outfalling it into a rock lined channel change.

By projecting 330 acres of inflow with a runoff coefficient of 0.5 plus the highway drainage would still leave 4' of freeboard which would handle 40% over the anticipated 50 year inflow.

The retention basin in the Haines Road interchange would have a capacity of 410,000 cubic feet of water. The 24" outfall pipe will handle 24.5 CFS if left wide open. If it was regulated to outfall 10 CFS with a possible peak inflow from outside sources of 30 cubic feet per second the retention basin could fill to within 7' of the top before it would start receding. This basin would have double the capacity needed for a 10.0 CFS outfall. It was enlarged to get additional embankment material and will provide an additional safety factor. The manhole shown as 8F on the preliminary plans will have a special slide gate that will regulate the outfall from 0.0 CFS to 24.5 CFS.

There is approximately 3500 feet of concrete median barrier in place within the limits of the project, the estimate does not reflect using any of this. If it would begfeasible to reuse this barrier, it would decrease the amount of barrier needed.

All removal items not reusable would be covered in the higher fills without additional expense to the state. This would be covered in the specifications, as a convenience to the contractor and he should not be allowed any additional cost.

The topsoil quantity for the project was arrived at by planning for a 6" depth on all plantable slopes throughout the section. No topsoil on 2.1 slopes.

All preliminary structure, retaining wall and sound wall data has been submitted to the bridge division.

All roadway data has been available to final design, as it was completed.

In conclusion, I would like to emphasize that this project was put together from an accumulation of field work and alternates developed from at least as far back as 1968. There has been a bare minimum of recent field work.

GLR:ck

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 4 Sheets

ection N. Tigard - S. Tigard Unit
lighway I-5 County
ength Designer Rien Draftsman
Prefix 634-1934
Date 6-26-78

Grading and Surfacing Items

Item	Unit	Net	~~10% Allow~~	Gross	Price	Amount
Temp. Protection & Direction						180,000
Mobilization						298,000
Clearing & Grubbing	All	52.5		All		52500
	Removal of Structures & Obstructions					
Remove Retaining Wall	CY	70		70	45^{00}	3150
Remove Exist Haines Struct.	All			All		50 000
Remove Exist. A.C. Pavement	Sq yds	3000		3000	1.75	5250
Remove Perf. Pipe	Lin Ft	500		500	1.25	625
Remove "8" S.P.	Lin Ft	500		500	1.25	625
Remove 12" S.P.	Lin Ft	500		500	1.75	875
Remove Inlets	Each	20		20	175^{00}	3500
Remove Exist. Fence	Lin Ft	9500		9500	0^{50}	4750
Remove Exist. Guardrail	Lin. Ft.	7200		7200	$1.^{25}$	9000
Remove Exist Conc. Shld & Med. Barrier	Lin. Ft.			4000	2^{00}	8000
Remove Exist Met. Med. Barrier	Lin. Ft.	3360		3360	1^{25}	4200
General Excavation	CY	176000		176000	3^{00}	528000
Embankment in Place	CY	22500		22500	4^{00}	90000
Furnishing & Placing Topsoil	CY	11800		11800	5^{00}	59000
Seeding & Mulching	Acres	25		25	475^{00}	11875
Lime Treated Subgrade	Sq. yds.	156700		156700	1^{00}	156700
Lime in LTS	Tons	1800		1800	70^{00}	126 000
Aggregate Base	Tons	7100		7100	8^{00}	56800
Watering	M-gal	24100		24100	6^{00}	144600
Cement Treated Base	Tons	55250		55250	11^{00}	607750
rtland Cement in CTB Mix.	Tons	3000		3000	70^{00}	210 000
Asphalt in Seal	Tons	165		165	130^{00}	21450

Total 2,632,650

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 4 Sheet

ection N. Tigard - S. Tigard Unit
lighway I-5 County
ength Designer Draftsman Prefix
Date

Grading and Surfacing Items

Item	Unit	Net	~~10% Allow~~	Gross	Price	Amount
Asphalt Concrete Mix	Tons	57500		57500	9 00	51750
Asphalt in Mix	Tons	3600		3600	86 00	309600
Portland Cement Conc. Pave. (8")	sq yds	69000		69000	15 00	1,035,000
Terminal Anchors	Lin. ft.	144		144	35 00	5040
Terminal Exp. Joints	Lin ft	72		72	100 00	7200
Trench Excavation	CY	13750		13750	8 00	110000
Channel Excavation	CY	1050		1050	8 00	8400
Shoring & Cribbing	sq ft	10000		10000	0. 50	5000
Type "B" Manhole	each	14		14	1000	14000
Manhole 0-12'	each	26		26	1000	26000
Manhole over 12'	each	1		1	2000	2000
Special Manhole	each	2		2	6000 00	12000
Reconstruct Manhole	each	5		5	600 00	3000
Adjust Manhole	each	6		6	200 00	1200
Type "D" Inlet	each	4		4	500 00	2000
ME Inlet	each	7		7	700 00	4900
MO Inlet	each	1		1	700 00	700
G2 Inlets Modified special Grates (30 in City streets)	each	150		150	550 00	82500
CG I Inlets " " "	each	3		3	500 00	1500
G2M Inlets	each	2		2	550 00	1100
Reconstruct Inlet	each	3		3	300 00	900
Adjust Inlet	each	6		6	150 00	900
Cap Inlet	each	1		1	200	200
30" Sewer pipe	Lin ft	170		170	35 00	5950
24" Sewer pipe	Lin ft	1125		1125	25 00	28125

Total [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 3 of 4 Sheet

ection N. Tigard - S. Tigard Unit
ighway I-5 County Prefix 634-1934
ength Designer Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	~~10% Allow~~	Gross	Price	Amount
21" sewer pipe	Lin ft	45		45	15.00	675
18" Sewer pipe	Lin ft	2450		2450	13.00	31850
15" Sewer Pipe	Lin ft.	1950		1950	9.00	17550
12" Sewer pipe	Lin ft.	13850		13850	7.50	103875
12" CMP	Lin ft.	130		130	8.00	1040
6" Perf. Pipe	Lin. ft.	21350		21350	5.00	106750
Fiber Filter Cloth	sq. yd.	21350		21350	2.00	42700
Gravel Filter Mat'L.	cy	3010		3010	15.00	45150
Class 700 Rip Rap	cy	500		500	10.00	5000
Conc. Slope Protector	each	5		5	400.00	2000
Conc. Median Barrier Non Standard	Lin ft	500		500	50.00	25000
Conc. Median Barrier Standard	Lin. ft.	7400		7400	15.00	111000
Conc. Shoulder Barrier	Lin ft.	7960		7960	15.00	119400
Narrow Base Conc. Shld. Barrier	Lin ft	1415		1415	15.00	21225
Type "C" Curbs	cy	840		840	95.00	79800
Type "F" Curbs	cy	215		215	95.00	20425
Inst. CL6 Fence	Lin ft	6500		6500	5.50	35750
Inst CL6 Fence with Inserts	Lin ft.	675		675	12.00	8100
Inst CL4 Fence	Lin ft	160		160	10.00	1600
Inst. Type 1 Guard Rail	Lin ft	275		275	8.00	2200
Inst. Type 2 Guard Rail	Lin ft	2700		2700	8.50	22950
Inst Double Faced Guard Rail	Lin ft	75		75	20.00	1500
Sound Walls	Lin ft	2830		2830	80.00	226400
[illegible]						
[illegible]						

Total [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 4 of 4 Sheets

ection N. Tigard - S. Tigard Unit
ighway I-5 County Prefix
ength Designer Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	~~10% Allow~~	Gross	Price	Amount
Retaining Wall 2-3						
Special Wall Bk'fill Mat'l.	cy	310		310	8.00	2480
Class "A" Conc. in Walls	cy	400		400	200.00	80000
Met. Reinf in Walls	lb	35000		35000	0.35	12250
Trench Excavation	cy	1000		1000	8.00	8000
Haines Rd. Struct	All			All		320000
Sighing & Lighting	All			All		356000
Traffic Signals	each	3		3	25000	75000
				Total		6,903,035
		+20%	E&C			1,380,607
				Total		8,300,000

Total 1053,730

I-5 N Tigard - S. Tigard
List of Records

1 1 Roll Sepia, 1971 Tigard Interchange Plan (obsolete loc. off.)
2 1 Roll Prints of structure Plan sheets EXISTING
3 1 Roll Existing Structure Clearances - EXISTING
13 1 Roll Metzger Water district Plans
14 1 Multnomah County Sanitary Sewer
16 1 Book Structure Clearances, N. Tigard Intch
17 1 Folder Coordinates, Quantities Calculation, Misc.
18 1 Roll Sepia, 1971 HAINES INTERchange (obsolete from loc. off.)
21 1 Roll "A & B" Line X-sections
24 1 Roll Retaining Wall x-sections (Prelim)
25 1 Roll Sound wall profiles 6/28/77 (Prelim) L5 394+50
26 Plan profile & X-sections for 3-15-78 Sound wall Lt 399+50
27 1 Roll x-sectetions "L" 27+00-33+00 (Prelim)
28 1 Roll x-sections (print) "L" 38+00-60+00 (Prelim)
29 1 Roll X-sections (Print) "L" 61+00-70+00 (Prelim)
30 1 Roll X-sections (Print) "D" 38+50-55+90 (Prelim)
31 1 Roll detail map (Print) "L" 345-393 (Prelim)
32 1 Roll detail map (Print) "L" 385-38 (Prelim)
33 1 Roll detail map (Print) "L" 38-66 (Prelim)
34 1 Roll Typical sections at sound wall Locations (Prelim)
35 1 Milar N. Tigard with existing utilities
50 1 Roll X-sections Barbur Blvd. "BB"
58 1 Roll Channel Change for 66" pipe & Flume + Vicinity Map (obsolete)
60 1 Roll Sanitary sewer plans Unit No. 1 (Field)
61 1 Roll Sanitary Sewer plans unit No. 2 (Field)
62 4 Maps Water District distribution system (Field)
64 1 Roll Gas Lines
73 1 Roll Henskin "H" 38+00-77+00 Haines Rd Profile
74 1 Roll Profile Henskin SW 62nd 31+00-39+75
75 1 Roll Profile Henskin SW South View "Sv" 26+25 To 36+19 66
76 1 Roll Profile Henskin SW 64th 27+00-34+00
77 1 Roll Profile Henskin G & K Lines
80 1 Roll Profile Henskin Alvin & Betty French Driveway
85 1 Roll X-Section Henskin "C" Line 51+92-53+76
86 1 Roll X-Section Henskin "D" Line 38+50-55+90
87 1 Roll x-section Henskin Roll #1 "H" 41+50-59+00
88 1 Roll x-section Henskin Roll #2 "H" 59+50-76+50

89 1 Roll X-Section Henskin 62nd Ave. 31+15 - 39+75.8
90 1 Roll X-section Henskin Southview 27+00 - 82+00
91 1 Roll X-section Henskin 64th St. 27+00 - 30+00
93 1 Roll X-section Henskin Baylor St. 54+00 - 56+50 (Field Not used)
94 1 Roll X-section Henskin Clinton St. 59+00 - 61+50
99 1 Roll X-section Henskin "G" Line
100 1 Roll X-section Henskin Alvin & Bettey Driveway
101 1 Roll X-section Henskin Cul-de-sac
102 1 Roll X-section Henskin "K" Line
103 1 Folded Copy Map Utilities Gas Lines
104 1 Folded Copy Map Utilities Water Lines
107 1 Roll Map Multnomah Co. Const. Plans S.W. Douglas St.
108 1 Folded Copy Map Boundry & Topog. Survey Ore. Ed. Site
137 1 Roll Location X-section "L" 61+00 - 70+00
138 1 Roll Construction X-section "L5" 60+00 - 86+13.85 Rev. 60+00 - 67+50 OK
139 1 Book X-sections, Haines Rd. Intch. (Field)
140 1 Book Labeled Transit, Topog Ties & prop Pin ties Haines Rd (Field
141 1 Book Labeled Transit Notes, Level Notes & X-section, N. Tigard (Field)
142 1 Roll Tax lot map Spring Garden Rd.
117 Haines Rd. Vicinity Map
134 N. Tigard - S. Tigard & Haines Interchage Scale 1"=100
135 1972 Haines Rd. Intch. Unit I-5 Coordinates CHANGED 1978
136 Capital Highway - N. Tigard Intch. Coordinates CHANGED 1978
148 Mylar void Haines Rd. Interchange Utilities OK.
81 Main line Profile
147 1977 proposed plans N. Tigard - S. Tigard 1"=100
148 1977 N. Tigard Interchange Section 1"=50' 1978
149 1977 S. Tigard Interchange Section 1"=50 1978
150 1"=200 Mosaic N. Tigard - S. Tigard 1976 Flight
151 Haines Rd. Ex. Structure Plan 2 sheets
152 1"=50' Colored print Location Dept. Map ← Superceeded
1"=100' N. Tigard - S. Tigard Location Dept. Map & Shaeffer Bicycle Proposal
153 North & South Tigard Intch. Standard sheets
154 1-2 & 3 Ret. wall Profiles
155 Haines Rd. "AH" - B - C & "D" Profiles
156 R/W as sent to Scott
157 "AH" & "B" Line X-sections 1978

53 X-sections L^5 384-395 used 1978
158 S. Tigard Interchange Drainage Plan sepia - 1978
159 N. Tigard Interchange Drainage Plan sepia 1978
160 N. Tigard "E"-R-A-AT & T-LT^2 Profiles 5" = 50' - 1978
161 "D" & "L" Line Sound wall Profiles Sta 26+60-35+00 & 39-65+80
162 L^7 X-sections 407+50 - 46+00
138 L^7 X-Sections 60 - South
164 L^7 X-Sections 395 - 407
53 L X-Sections 368 - 395
165 N. Tigard - S. Tigard R/w map (Prelim)
166 Base Sepia For "AH" & "B" Lines at 68th & 69th St & Mosaics
167 Utilities From Field March 1978 Ted Inlees
168 Base X-section Map N. Tigard Intch.
169 R/w Plans from F. Scotts office Mar. 1978 - N.Tigard-S.Tig
19 Mylar shows existing Utilities in Haines Intch.
170 Rd. way proposals 66th - 68th Haines - Clinton - X-sections
Profiles & plan also Baylor Profile
171 Drainage Quanities & Estimate
172 Two prints showing Clearing & Grubbing areas.
173 Clinton St. Profile - Baylor St. X-Section & 66th Ave Cul-de-Sac

1-5

SALEM, OREGON
June 7, 1978

AD Olson

A. D. Olson
Preliminary Design Engineer

Robert N. Bothman, Administrator
Metro Branch

Haines Road Interchange
North Tigard Int.-S.
Tigard Int. Section
Pacific Hwy. (I-5)

Enclosed is a print and cross sections of a plan to service property in the northwest quadrant of the Haines Road Interchange. This is as recommended to Bob Ewen by representatives of Washington County.

Baylor Street would be resurfaced but not curbed. Attached is a memo on the construction of the frontage facility and Baylor Street. The service roadways shown are closer to the ramp than desireable; however as accesses to only one or two houses this should not cause problems. I understand, that the intent of the County is not to build anything that would tend to predetermine the future circulation system in this quadrant since they expect major redevelopment.

Along that line, they might also consider elimination of the cul de sac on the north end of 67th Avenue and save that right of way taking and construction.

Also attached is a print of a portion of the Right of Way map showing in a dashed line the approximate Right of Way for the located line and in a solid line the Right of Way for the relocated ramps to tie in to 68th opposite Dartmouth. The relative cost of the two alternates has not been seriously considered since presumably the total design has been aimed at meeting the local governmental plans.

The NPO #4 plan indicates developemnt of 68th first, (as a 40' paved section), then 70th (36' paved) after the adjacent conversion unit has voted to go to office park use, and then 69th (32'-36') to provide access for the developemnt. Presently only 68th and 69th exist on the ground. A portion of the mosaic with the approximate new right-of-way is attached.

We have not had comments from Dick Bolan, City of Tigard, on either the 66th Avenue alternates of the ramp connection. The plan was sent to him by the County for comments to be made direct to Bob Ewen. When these arrive, please incorporate them with your own; and forward them for incorporation in the final design.

ADO:ck
enclosures
cc: Ed Hardt

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1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 18, 1978

Salem, OR 97310

FILE:

FROM: Tony
Anthony J. George, Engineering Coordinator
Environmental Section

TO: Adrian Olson
Engineering Section

SUBJECT: N. Tigard - S. Tigard
Pacific Highway (I-5) No. 1
Clackamas County
Extended Acceleration Lane -
Noise Comments

With regard to your noise discussion concerning the extension of the acceleration lane, we feel that a decision of this type should be preceeded by an appropriate noise study report analysis. If the houses that are to be removed were receiving 80 dBA, it is probable that the remaining house(s) will also be impacted above the design noise levels.

As this is a type IA project, it is essential that we proceed in a manner that is consistent with FHPM 7-7-3. We intend to do precisely this as we review the FEIS during the next couple of weeks. We will no doubt need your assistance and will be in touch.

AJG:ss

cc: J. H. Versteeg
G. A. Potter

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MAY 19 1978
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___ Versteeg
___ Christensen
___ George
1 Olson
___ Terpin
___ Sullivan
___ Scott
___ Savage
___ Trout
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Action ___

7615

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch I-5

TO: A. D. OLSON
Preliminary Design Engineer

DATE: May 10, 1978

FROM: ROBERT N. BOTHMAN Bothman
METRO Administrator

SUBJECT: Extended Acceleration Lane
N. Tigard/S. Tigard Section
Pacific Highway I-5
Multnomah County
Prefix: 626-1973

We are in agreement with your proposal of climbing lane and stage construction plans referred to in your letter of April 20.

In support of our review, we made a new check of adjacent ownerships and attach colored prints showing same. The Elison Company and Bruce Fitzwater are essentially the same party and future development to commercial use appears evident.

Additional design work will be required on access to last remaining residence. The existing driveway is steep and entrance to Pasadena Street appears to be severed.

Please advise if additional data is required.

RTE:ja
Attachments
cc: M. J. Klotz
R. T. Ewen
R. R. Cameron

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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Copy to Rien for investigation

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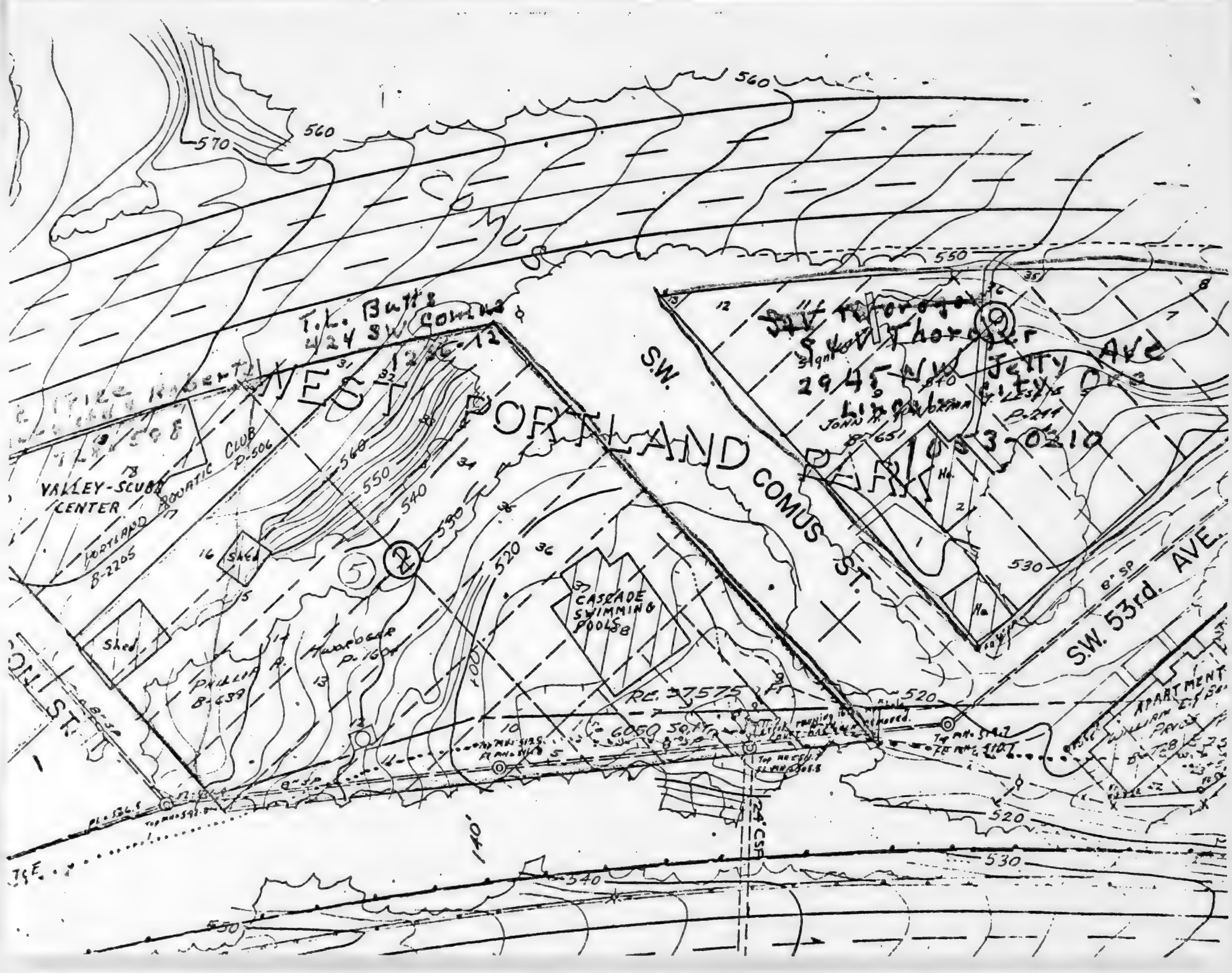

WEST PORTLAND PARK
SW. COMUS ST.
SW. 53rd AVE
T.L. Butts
424 SW Comus
1S 1E 36C-12
Wilhelm Thoroger
2945 NW Jetty Ave
Lincoln City Ore
John H. Silberman
8-651
Eileen G. Lester
P-244
1S 1E 36-0210
Valley-Scuba Center
Portland Aquatic Club
P-506
8-2205
Shed
Phillip R. Thoroger
P-164
8-639
Cascade Swimming Pools
RC 37575
6050 Sq. Ft.
Apartment
William E. Pavey
8-728
570
560
550
540
530
520
140'
24" CSP
8" SP

#3 1-5

Salem, Oregon
April 20, 1973

ADOlson
A. D. Olson
Preliminary Design Engineer

R. N. Bothman, Metro
E. L. Hardt, Region I
Gary Potter, Environment

Extended Acceleration Lane
N. Tigard-S. Tigard Section
Pacific Highway
Multnomah County

In developing the stage construction for the northerly end of the project we find that it is possible to stage traffic past the south end of the existing P.C.C. so that we can bring the new P.C.C. overlay all the way to that point. In the process we will be able to extend the northbound acceleration lane for the Tigard and truck bypass traffic to the desirable length (1,500 feet plus taper) as opposed to the minimum length that we got by tapering in to the end of the recent construction.

This will require that we overlap the previous construction by about 900 feet, cut off the top of a combination shoulder barrier-retaining wall and acquire three houses and a 3-plex.

From a road user standpoint the additional length of P.C.C. and the increased length of acceleration lane would presumeably justify the added construction and right-of-way costs.

From the environmental side the houses and 3-plex that would be taken are all presently receiving over 80 dBA and previous attempts to design attenuation were prohibitive in cost. The Draft E.I.S. and public hearing data indicated that the Department would buy them if the owners were willing to sell.

The one house left in the area (that shows on our map) would have increased noise since the future traffic would be 24 feet closer. During stage construction the traffic would 42 feet closer, about 70 feet from the house. It was previously determined that attenuation was not practical.

Attached is a reduced copy of the detail map showing the proposed new work and the houses involved.

If you know of any reasons that the proposed extension of P.C.C. and acceleration lane should not be implemented, please advise me.

ADO:ab
Attachment

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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APR 20 1978
ENGINEERING SECTION

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96-15

STATE OF OREGON

INTEROFFICE MEMO

TO: THE FILE

DATE: April 19, 1978

FROM: R.N. BOTHMAN Bothman
Metropolitan Administrator

NOTED
E. S. HUNTER

SUBJECT: North Tigard/South Tigard
I-5

Reviewed the noise mitigation plan for the subject project with Ed Hunter, Hal Versteeg, and Adrian Olson April 18th.

Olson advised that the study plans would be sent to Metro this week.

The noise mitigation consists of noise berms and walls nearly along the entire easterly exposure to the project. Noise walls have not been recommended along the west exposure of the project and exceptions will be required. The thinking of Design is that the mitigation is not justified either along the fill slope immediately north of the North Tigard Interchange, or immediately north of the Haines Road exit.

The designs look like a reasonable approach subject to discussion by Gary Potter.

Apparently two of three houses located between Barbur Blvd. and I-5 will be required for construction, and possibly the third house will be required. Those three houses should be required for the project, at least not left between I-5 and Barbur. At this point, it appears no houses will have to be taken for noise mitigation reasons, although the four houses, three between Barbur and I-5, and one located immediately east of the North Tigard Interchange, will be required for construction problems which will eliminate their noise impact problem.

I did advise Hunter that this project was falling behind schedule, that we're chomping into Bruce Boyd's acquisition period by not being able to complete the Environmental Impact Statement.

js

cc: E.S. Hunter
J.H. Versteeg
G.A. Potter
J.B. Boyd

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FOR
Info Invest R/D D/R Sign Act File

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 13, 1978
Salem, OR 97310

FROM: Nick Moravec, Asst. Project Manager
Environmental Section

TO: Tony George, Engineering Coordinator
Environmental Section

SUBJECT: North Tigard Interchange- South Tigard Interchange EIS
Noise Analysis and Mitigative Measures Summary

This report summarizes the steps involved in determining the current proposed noise mitigative measures to be presented in the final North Tigard-South Tigard EIS, and describes those measures.

The noise analysis for this project was prepared by use of standard noise investigation practices (site measurements) and prediction methods (computer noise prediction model 117). Three project alternatives were analyzed on the basis of existing (1975) and projected (2000) noise levels. The two build alternatives (Alternatives 2 and 3) were also analyzed for predicted noise conditions with noise receptors in place for the years 1975 and 2000. The Environmental Section Acoustical Engineering staff proposed noise mitigative measures based on the analyses and prepared the results for release in the DEIS (See attached Figures X-2 and X-5 for mitigative measures marked in red). The DEIS was released to the public on January 3, 1977.

On January 20, 1977 an informational meeting was held in the proposed project area to acquaint the public with the improvement. Major concern was voiced at the meeting regarding noise existing at that time and what could be expected after the project was completed. This public concern stimulated re-evaluation of the DEIS noise information by ODOT. A meeting was held at which the Environmental Section, Preliminary Design, Metro, and Region 1 representatives reviewed the DEIS information and made proposed amended noise mitigation measures based on anticipated change of land use and continued noise studies made after release of the DEIS. (See attached Figures X-2 and X-5 marked in blue). These amended noise mitigative measures were shown on a display map prepared for presentation at the Public Hearing. It was emphasized at the meeting that the intent of continued noise studies was to reduce noise wherever practical by construction of the project. Decisions made at the meeting were not to be considered final and consideration would be given to continued noise study results in preparing detail designs and construction plans.

The Public Hearing was held February 10, 1977 at which time the amended noise mitigative measures were presented to the public. Again the public voiced concern regarding adequacy of noise mitigation measures associated with the proposed project. Subsequent to the hearing, Alternative 2 was selected as the build alternative and specific noise mitigative measures for the alternative were proposed. (See attached Figures X-2 and X-5 marked in green). Additional changes to those proposed noise barriers occurred in March 1978 as a result of improved project design and are marked in black on attached Figures X-2 and X-5.

The current proposed noise mitigative measures based on build Alternative 2 are as follows: A wall will be constructed along the easterly side of the freeway off-ramp and frontage road from the south end of the project to Haines Road, with a break at Southview Street (See section Detail Map Attachment A). North of Haines Road, on the easterly side of the freeway a wall will be built on top of a berm for approximately 800 feet along Lesser Way (See Section Detail Map Attachment B). North of the Barbur Boulevard interchange, beginning at the Tigard exit ramp and running on the northerly side of the freeway in the eastern direction, a concrete shoulder barrier will be built along the freeway for approximately 3,540 feet (See Section Detail Map Attachments B and C). The various proposed sound barrier profiles are attached to this report as Attachment D.

NM:ss

Attachments

cc: Cam Gilmour
Adrian Olson

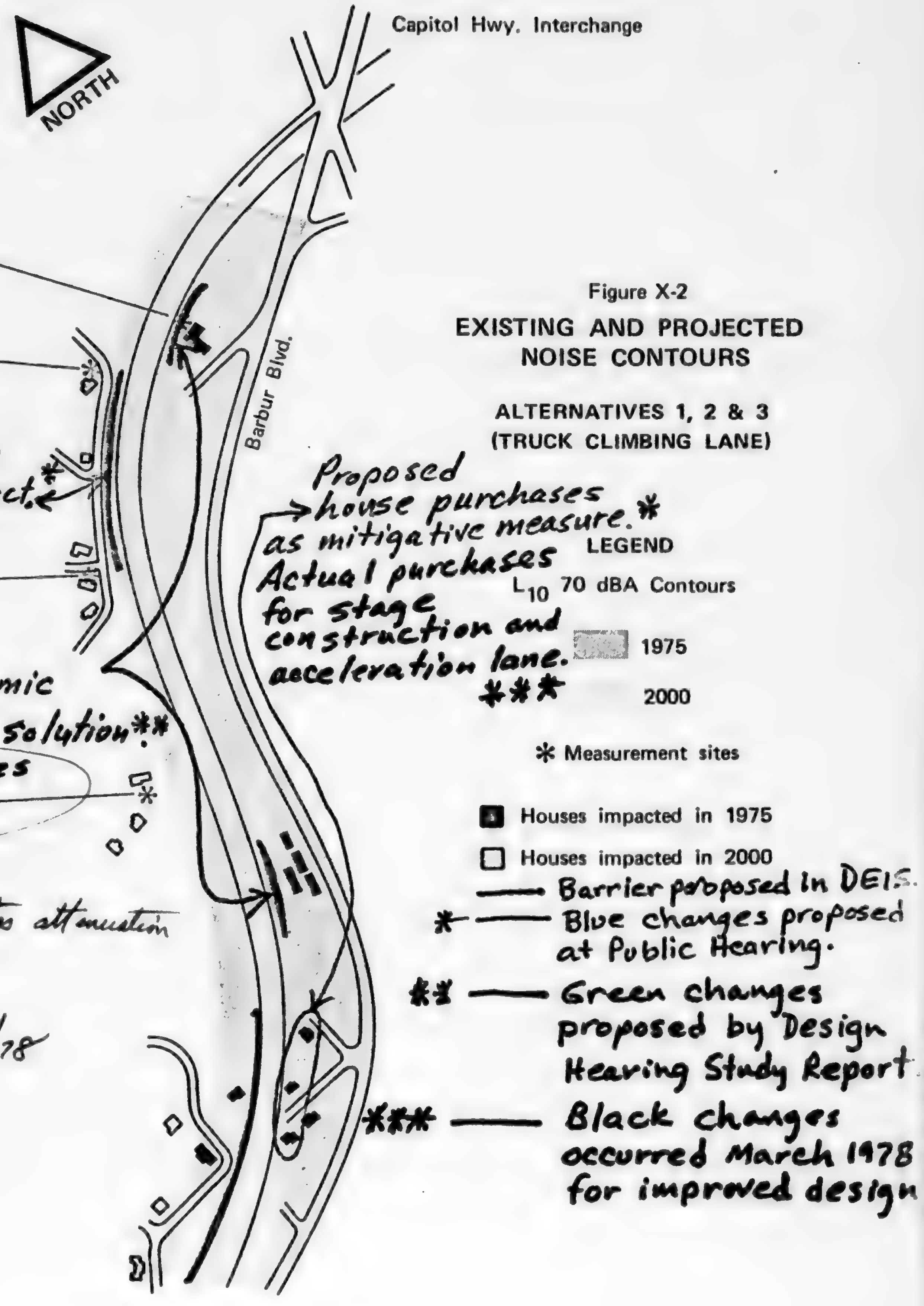

Capitol Hwy. Interchange
NORTH
14
13
12
11
Barbur Blvd.
LEGEND
L_{10} 70 dBA Contours
1975
*** 2000
* Measurement sites
■ Houses impacted in 1975
☐ Houses impacted in 2000
—— Barrier proposed in DEIS.
* —— Blue changes proposed at Public Hearing.
** —— Green changes proposed by Design Hearing Study Report.
*** —— Black changes occurred March 1978 for improved design
To North Tigard Interchange

Figure X-2
EXISTING AND PROJECTED NOISE CONTOURS

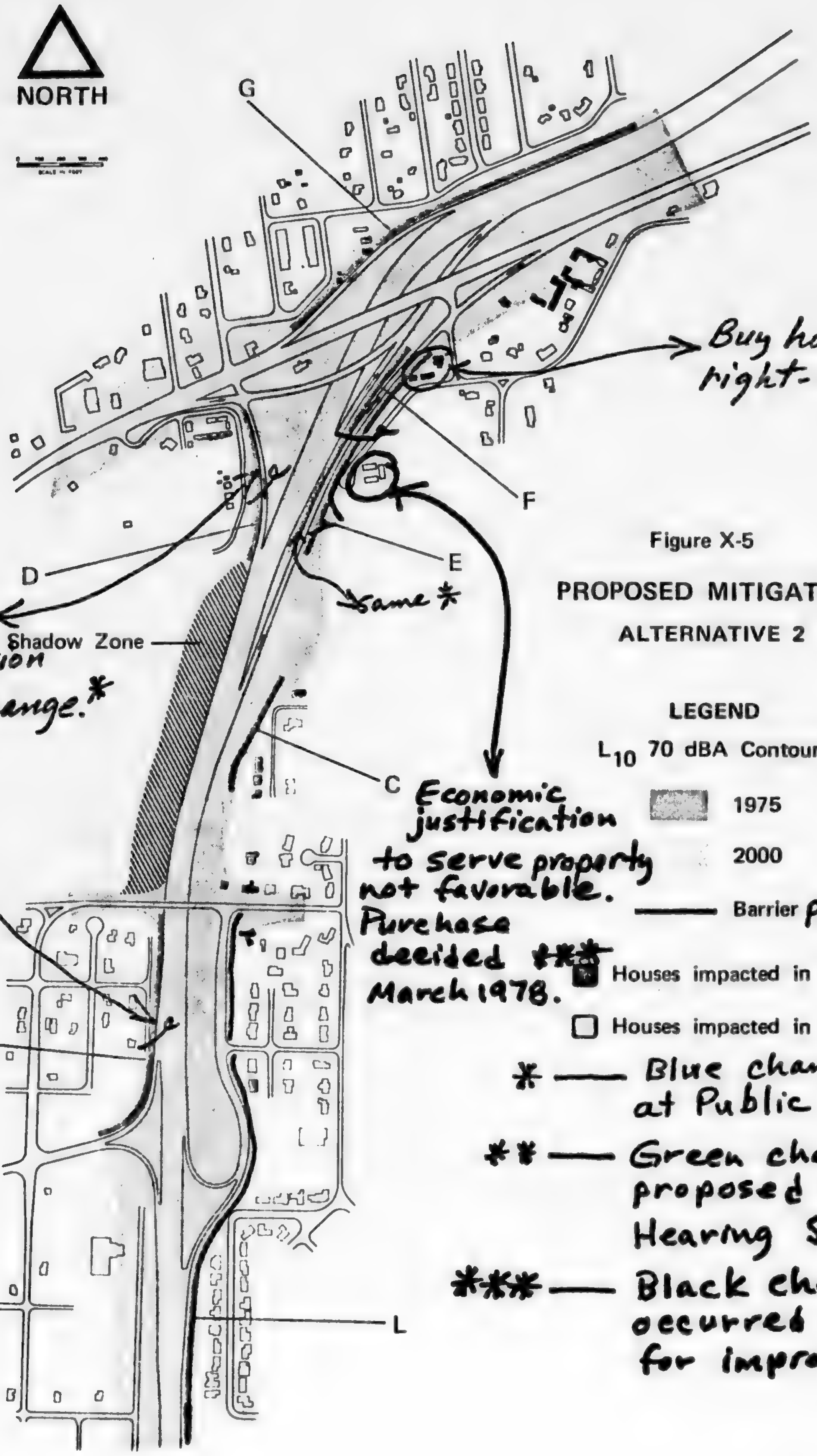
ALTERNATIVES 1, 2 & 3
(TRUCK CLIMBING LANE)

Removed due to high cost for marginal attenuation and questionable impact.*

Proposed house purchases as mitigative measure.* Actual purchases for stage construction and acceleration lane.***

Continued study required for economic noise attenuation solution** (Draft FEIS proposes solution)

Draft FEIS indicates attenuation not justified
9/20/78



Buy houses for right-of-way*

same*

Removed due to marginal attenuation and land use change.*

Economic justification to serve property not favorable. Purchase decided *** March 1978.

Figure X-5

PROPOSED MITIGATION

ALTERNATIVE 2

LEGEND

L_{10} 70 dBA Contours

▨ 1975

▨ 2000

— Barrier proposed in DEI

■ Houses impacted in 1975

□ Houses impacted in 2000

* — Blue changes proposed at Public Hearing.

** — Green changes proposed by Design Hearing Study Report

*** — Black changes occurred March 1978 for improved design

1 Versteeg 6
Christensen
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2 Olson
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1-5

Salem, Oregon
April 17, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

N. Tigard Interch.-S. Tigard
Interch. Section
Pacific Highway
Multnomah, Clackamas and
Washington Counties

Attached are 53 Files (87 Parcels) and an authorization covering R/W for a portion of the subject project.

Revised File 43247 is also required for this project and is being submitted via the "Revision Request" route.

This group of descriptions are being submitted in advance and the balance of the descriptions (approx. 30) will be finished in a month or two.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

9615

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 3, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: R. N. Bothman
Metro Engineer

SUBJECT: N. Tigard-S. Tigard Interchange
Section
Pacific Highway (I-5)
Clackamas County

NOTED
E. S. HUNTER

On March 30, per your request, I called Mrs. Wagner, 12532 S.W. 65th Avenue, 244-7850 and informed her that the final EIS, and therefore authority to buy right-of-way was being held-up in order to respond to DEQ's request for additional analysis, primarily traffic and air quality.

I told her that the authority to purchase right-of-way would probably not occur until about September, and that I would get back to her if that estimate changed.

She asked to be notified when we do get approval.

GAP:ss

cc: E. S. Hunter ✓
J. B. Boyd
L. E. George

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 30, 1978

FILE:

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: N. Tigard-S. Tigard
Interchange Section
Pacific Highway (I-5)
Washington County

At the public hearing John Crockett, Washington County, requested further discussion on the westerly ramp terminus for Haines Road Interchange and on improvements to Baylor Street.

Data was sent to Washington County and I was advised by Mike Borresen that they and the City of Tigard felt that our work should terminate at 68th, which is to be their major north-south facility, rather than extend westerly to 69th.

We will revise our design to terminate at 68th, move the terminal south opposite Dartmouth Street, and leave Clinton Street open. Copies will be sent to the city and county for comments as soon as available.

Surfacing on Baylor Street was requested since 66th is to be closed. A 32' curbed section will be indicated on our plans.

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ADO:mg
cc: R. N. Bothman
R. Ewen

Metro advised that this will be reviewed with them before contacts made with local agencies.

ADO. 3/31/78

1-5

Salem, Oregon
March 21, 1978

ADOlson
A. D. Olson
Preliminary Design Engineer

N. Tigard Intchg.-S. Tigard
Intchg. Section
Pacific Highway (I-5)
Multnomah County

Max Klotz
Technical Services Engineer
Metropolitan Branch

Enclosed is a reduced copy of the detail map showing reconstruction of the Westerly end of Capitol Highway to serve 3 multiple dwellings which have been valued at $125,000. In design we find that the cost of the retaining wall between the revised Barbur Boulevard ramp and this access road is over $250,000 and a sound barrier would be an additional expense.

Also enclosed is a sketch of an alternate access road which might serve these 3 dwellings plus a 4th which was taken out by the previous plan. A reconnaissance estimate would indicate that this may be an economical solution to the problem plus providing service to several other undeveloped lots in the area.

Please have this reviewed and if this appears feasible get the field data necessary to design the facility.

DOC:mg
Enclosures

Bob Ewen advises this is not feasible & should be abandoned. Frontage road will be eliminated and necessary property set up for R/W. ADO. 3/28/78

L Versteeg ✓
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OREGON STATE HIGHWAY DIVISION FILE:
[illegible]
Salem, Oregon
March [illegible], 1978

FROM: A. D. Olson
Preliminary Design Engineer

TO: R. T. Ewen
Metro Location Engineer

SUBJECT: Noise Problems
N. Tigard-S. Tigard Interchange
Pacific Highway (I-5)
Multnomah County

NOTED
E. S. HUNTER

At the public hearing we stated in the description of our noise attenuation proposals that we proposed to purchase some severely impacted residential properties on the east side of the freeway just north of the North Tigard Interchange. This was also indicated on the detail maps that were on display. At that time this was considered as the least costly way to cure a problem which we believed we were obligated to solve.

Recently the question has been raised as to whether this is appropriate for various reasons including the indication that noise is not legally compensable in Oregon. The Environmental Section and Technical Services are trying to work out a policy that will take into account the intent of the noise regulations along with the responsibility for the overall transportation financial picture.

At this time, I can not predict when we would have an answer for your question on the Turney property at 5343 Pasadena.

The E.I.S. has not been completed, as you know, and until it has been approved through channels we will not have design approval and clearance to go ahead with final design and right-of-way acquisition. Presumably the question you raise will need to be solved before this occurs.

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ADO:ab
cc: E. S. Hunter
Gary [illegible]

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: February ~~2~~ 8, 1978

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Interstate Program

The USDOT administration is proposing to speed up the Interstate Program with September 30, 1982, the final date for EIS approval and September 30, 1986, the final date for construction to have begun. We have two very substandard sections (N. Tigard-S. Tigard Section and Jantzen Beach Section) that should be accelerated so that we meet the deadlines enumerated above.

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FBK:srb

cc: Bob Bothman

2-8-78

Frank

Please give me time line bar graphs on these 2 projects by Feb. 20th

Ed.

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Griffin
FOR
Info [illegible]

Done
3-10-78
EH

NOTED
W. N. HACKLEMAN

REFERRED TO
Hack
By Location Engineer

9615

I-5

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December ~~14~~ 20, 1977

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem OR 97308

1 Versteeg /
3 Christensen DC
George
2 Olsen aa
Terpin
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Scott
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Dear Sir:

Re: Bicycle Path
N Tigard Intchge-S Tigard Intchge
Section
I-5
Washington County

This is to solicit your participation in the construction of a bicycle path in conjunction with the above project, which is scheduled for FY 1980.

The bicycle path would tentatively be placed near the east project right of way line and would connect the existing Kruse Way bikeway on the south to Haines Road on the north.

Very truly yours,

Frank E. Terpin
Location Engineer

DES:mc

bc E. S. Hunter
J. H. Versteeg

12-20-77 Discussed with Haffer. He may keep off of this job + only propose one from Kruse Way north to end of previous job. DKF

Form 81-734-3123

9615

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 19, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. I-5-6(64)295
N. Tigard Intchge-S. Tigard Intchge Sect.
Washington County
Proposed Bicycle Path

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Terpin's December 14, 1977, letter requesting participation in the construction of a bicycle path in conjunction with the above project has been reviewed. FAI funds would be eligible for construction of such a bicycle path which meets current design standards.

G. L. Green

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Hunter
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Terpin

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 14, 1977

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ENVIRONMENTAL SECTION
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Hunter
~~ret~~ Veerstra –
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FROM: J. B. Boyd
Right of Way Manager

J B Boyd

TO: Gary Potter
Environmental Manager

SUBJECT: Property Sold by State of Oregon
South Tigard-North Tigard Interchange Project
Pacific Highway
Files # 27272, 21009, 21004

The following are resumes of the three properties questioned in the vicinity of North Tigard Interchange once owned by the Highway Division and sold as excess properties.

File 27272-Bailey. In response to complaints from the Baileys about access problems and safety of their children and because of adverse publicity and political requests, we on 11/5/57 paid the Baileys $19,515.

On February 28, 1961 a letter from Mr. Haskins to Walt Wright advising that Construction and Division recommend a do-sell on this property and recommend a minimum value of $9,500.

On March 10, 1961 a request to the Highway Commission for a do-sell resolution.

On August 15, 1961 Bargain and Sale Deed to Donald A. McKay, et.ux for $9,500.

File 43247. A proposal to purchase the improvements in a small triangle of land originally purchased brom Bailey on File #27272 was made but never implemented due to the changing nature of the N. Tigard Interchange plans.

File 21009 - Thomas et ux. Purchased for $14,500 on a deed dated 11/6/56.

August 25, 1958 - S. M. Mayhew suggests sale of surplus to Rod Porter, Right of way Engineer.

February 29, 1960 - Mr. F. B. Klaboe letter to Walt Wright recommended sale of this property.

July 7 & 8, 1960 - Agenda, Oregon Transportation Commission requests resolution to sell by Walt Wright.

September 28, 1960 - Bargain & Sale Deed, State of Oregon to Albert A. Rahn for $8,500

File #21004 - Ransdell. We paid $22,500 - deed dated 11/19/56.

March 5 & 6, 1959, placed on Agenda Resolution to sell Walt Wright.

May 4, 1959 - Bargain & Sale Deed to Hal Smith, Inc. $10,000.

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This resume indicates the sale of these properties was properly passed through the Highway Commission and sold at public auction.

The correspondence indicates that there was some question of Federal Participation in these properties and it was decided in order to clarify the issues that the surplus was to be sold at auction.

JBB:lb

1-5

Salem, Oregon
October 13, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer

Sound Mitigation
North Tigard-South Tigard
Pacific Highway (I-5)

The Environmental Section, using the best available noise analysis techniques, identified the noise impacts of this proposed project. The Preliminary Design Unit, with the assistance of the Structures and Environmental Sections, developed sound wall plans and cost estimates for those locations where sound walls could be constructed and were considered cost effective.

Representatives from Metro, Region 1, FHWA, Environment and Design met, discussed and offered guidance in the modification of these proposed wall designs. The approved plans for this project will provide for some wall construction and possibly the purchase of two or three residential properties that have extreme noise levels. In other areas where it is not economically feasible to provide additional noise mitigation it may be necessary to ask for an exception to the present noise standards.

The steps outlined to mitigate noise impacts on this project have the approval of E. S. Hunter, R. N. Bothman, Ed Hardt, Gary Potter, the FHWA and this office. We believe this approach is reasonable and cost effective considering the state-of-the-art, the lack of land-use controls, the identified noise impacts, the laws governing noise generators and current State and Federal laws.

Attached is a copy of a survey I took of the design engineers at a recent AASHTO Design Conference. Other than California, sound mitigation measures are fairly limited in the other 13 western states.

JHV:jh
cc: Gary Potter

____Versteeg____
____Christensen____
____George____
/ Olson____
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DES 9-12

Salem, Oregon
August 11, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Head of Engineering

E. S. Hunter
Technical Services Engineer

Sound Wall Practices
Federal-Aid Projects
AASHTO Subcommittee on Design

At the Cheyenne AASHTO Meeting I made a quick survey of the design engineers of 13 western states regarding their practices of handling noise problems on federal-aid projects.

1. Montana (Ken Skoog)

   Montana does not construct walls or berms on highway projects but they are asking for exceptions to the noise regulations if it is necessary. No changes in this policy are expected.

2. Idaho (Max Jensen)

   Idaho is not constructing sound walls and berms and they do not have any plans to do so in the near future. No change in this policy is anticipated.

3. Wyoming (Milt Urbin)

   Wyoming is not in the sound wall business at this time. They do not anticipate any change in the present practice.

4. Utah (Jim Nelson)

   The Utah Highway Division has had little involvement in sound walls or berms. They are currently developing a Salt Lake City Freeway project that will have some noise problems. They are not sure how these noise problems will be resolved.

5. Colorado (Duward Vernon)

   Colorado is just getting involved in the treatment of noise problems. So far there has been very little wall or berm construction in highway projects.

6. Washington (John Cooper)

   Washington does not have a policy of constructing walls or berms at this time. They did pay a Spokane hospital $450,000 in a court settlement for double glazing and air conditioning in retrofitting the building to reduce the noise impacts. A problem with a childrens home next to the widening of I-5 is presently being settled. The owners of the home plan to retrofit this building to reduce noise problems.

7. Nevada (Bob Sharp)

Some minor involvement in noise problems to date. In the Las Vegas area the State is facing opposition because of noise problems and will have to take some steps on new projects to mitigate noise impacts.

8. Alaska (Harry Keller)

Alaska has built one very small sound wall. They are having problems with two current proposed projects - one a bridge replacement and the other a new roadway across a greenway. The local residents are opposed to both of these projects and are using the noise issue in an attempt to stop these projects. Alaska's current policy is not to build sound walls or berms.

9. South Dakota (Chuck Larson)

Little or no wall or berm construction to control or reduce noise levels is expected on the current highway program.

10. Arizona (W. O. Ford)

Arizona has built some walls and berms in urban areas to reduce noise levels. They recently completed $600,000 of wall construction on a section of the Superstitious Freeway. They are resigned to having to deal with the noise problem in urban areas and will build some walls and berms as required by local conditions.

11. New Mexico (Roy Copeland)

New Mexico has constructed one small sound wall to date. In Albuquerque they have a proposed project that will impact an apartment complex. They have not made a decision yet on how to treat the problem. They plan to pursue a low key approach to sound wall construction.

12. Texas (Bob Lewis and Bubba Williams)

So far Texas has constructed one sound wall according to Bubba Williams and three or perhaps four according to Bob Lewis. The Texas highway program of State and Federal projects over the next three to four years will average 1 billion dollars annually. The public and local politicians on most projects do not want to waste highway funds on wall construction. Texas has a policy to ask for an exception to the noise regulations on Federally funded projects. They also have the option to construct these projects out of State funds if an exception to Federal regulations is not obtainable.

13. California (Barney Campbell)

California is involved in the design and construction of sound walls throughout the State. They have established an annual construction budget and projects are broken down into three categories. Category no. 1 is sound wall construction at those homes that existed prior to the freeway. Category no. 2 sound noise problems are those impacted buildings that were constructed after the approval of the freeway corridor or the route became official. Category no. 3 sound problems are those impacted homes, apartments, etc., that were constructed after the freeway had been completed. CalTrans is budgeting wall construction to mitigate sound problems for some Category no. 1 areas. The Category no. 2 and Category no. 3 noise problems are unfunded and no sound mitigation measures are planned at this time.

14. Washington, D.C. (Roger Scott, Chief, Envr. & Public Trans. Branch, FHWA)

Roger has an overview of the noise problem at the national level. Federal law requires that we identify noise impacted areas and take reasonable steps to mitigate these noise impacts. He is concerned that we may be over reacting in trying to solve these noise problems with wall construction, and that unreasonable "white elephant" designs are being constructed that are not in the public interest. His example of good judgment in the public interest would be to propose to construct an 8' to 10' wall instead of a 20' to 25' wall and ask for an exception to the regulation. He feels that this would be a more responsible approach to the problem and in the public interest.

I would recommend that where noise problems are identified we should take steps to mitigate these noise levels. Projects could be prioritized something on the order of California - (1) Treat buildings that existed prior to the selection of the highway corridor; (2) Treat those structures built after the corridor selection; and (3) Those structures constructed after the route was selected and highway construction began.

Further we should explore walls and berms in the 8' to 10' range that do tend to reduce noise impacts. In the case of I-205 where the scale of the project is so large, higher walls and berms are appropriate. I feel that we must take a reasonable approach to the problem using some judgment in the process and then asking for exceptions to the noise regulations.

In the normal design process, due to funding limits, we must compromise safety, service and pavement life cycle issues. If these compromises are made with sufficient justification and documentation the designer is free of legal liability. The noise problems should be treated in the same way with some compromise between the desirable and the obtainable.

JHV:jh
cc: Gary Potter
E. L. Hardt
Bob Bothman

76-15

Form 734-3030

OREGON STATE HIGHWAY DIVISION FILE:

[illegible]

Salem 97310

October 11, 1977

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Generation Control
Mitigation Measures

TO: Milner Mead
Appraisal Supervisor

Copy
ENV 7
ROW 2

It has become increasingly apparent that we must do some comprehensive research into the problems of noise as it relates to right-of-way acquisition and to mitigation measures in highway projects. I am requesting that you prepare yourself by virtue of the technical data that is being spawned presently to answer the questions as they pertain to right-of-way in general and specifically the North Tigard-[illegible] Tigard Section of the Pacific Highway. Mitigation efforts in this area are considerable. The presentation by Mr. Gerry Saunders of the Washington D.O.T. at our Couer d'Alene meeting indicated how questionable some of our attitudes are to noise and the alternate possibilities which can be utilized under the administrative actions of the FHWA.

I would appreciate your study of this subject so that we in Right of Way can insure a proper resolution of the actions taken on the subject of noise.

JBB:lb:ha
Attach.
cc: E. Hunter ✓
Gary Potter } Cy
Hal Versteeg } Sent

10-13-77
Bruce

I think this might not be the best use of Milner's time. Env. has the expertise and should be able to provide the assistance you need. Keep Milner on needed [illegible]

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 22, 1977

FILE:

SHM

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

SUBJECT: Drainage Review
N.Tigard Intchge-S.Tigard Intchge
Interstate 5

TO: Robert T. Ewen
Metro Location Engineer

1 Versteeg 1
2 Christensen GOZ
George
3 Olson adl.
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In response to the concerns that Washington County has on our proposed drainage system, I reviewed the design to determine if mitigating measures could be incorporated into the project. In his letter of February 17, 1977 to Mr. Bothman, Larry Frazier, Washington County Planning Department Director, suggested three ways in which drainage might better be handled to conform with their drainage ordinance. In summary they were:

1. Retain existing 30-inch concrete culvert at Station 422 for the purpose of regulating outflows from the upland drainage basin.

2. Disposal of earth where the storm water runoff storage or transmission capacity of drainage ways will not be affected.

3. Provide storm water detention facilities to compensate for increased runoff rates from the 4.7 acres of new pavement.

In general, our review indicates that mitigating measures are feasible in some locations and can provide equal or better outflow conditions than exist.

Culvert Crossing at Station 442+00

Items 1 and 2 in Mr. Frazier's letter appear to be concerned primarily with this crossing. The existing 30-inch concrete culvert, together with the available upstream storage, does reduce the inflow peaks. Below is a table showing existing culvert conditions, peak inflows and outflows for the present runoff condition and anticipated future condition:

Copy w/job adl.

Condition	Peak Inflow	Peak Outflow	Maximum Storage Required
Existing	127 cfs	83 cfs	42,000 ft^3
Anticipated	196 cfs	104 cfs	97,000 ft^3

Although the existing culvert does reduce peak flows, it is felt that a minor revision in the original design can provide a system that will improve runoff downstream by reducing peak outflows below those of the existing system. Attached is a drawing detailing the revised design. In summary it includes (1) a 42-inch CMP with a projecting entrance placed on a 0.10 percent grade; (2) a shallow low flow ditch in the same location as shown in the original design; (3) a random fill on a 1 percent grade sloping downward to the shallow ditch, and (4) a smaller energy dissipator and chute at the downstream end of the culvert. Given below is a table comparing peak inflows and outflows for existing and anticipated runoff conditions using the new system.

Condition	Peak Inflow	Peak Outflow	Maximum Storage Required
Existing	127 cfs	41.7 cfs	97,550 ft^3
Anticipated	196 cfs	50.0 cfs	172,900 ft^3

This is the same system that was discussed with Washington County on September 9. At that meeting they indicated it would be acceptable.

The Environmental Section would like to see the detention basin planted with grass and brush to mitigate the loss of wildlife habitat. This use would have no significant effect on the use of the random fill area as a detention basin.

Storm Sewer Design

Item 3 of Mr. Frazier's letter addresses the impact that an additional 4.7 acres of pavement would have on downstream flooding. An in-depth study of this aspect of the drainage can not be accomplished at this time; however, a cursory examination does indicate that the following mitigation measures are possible:

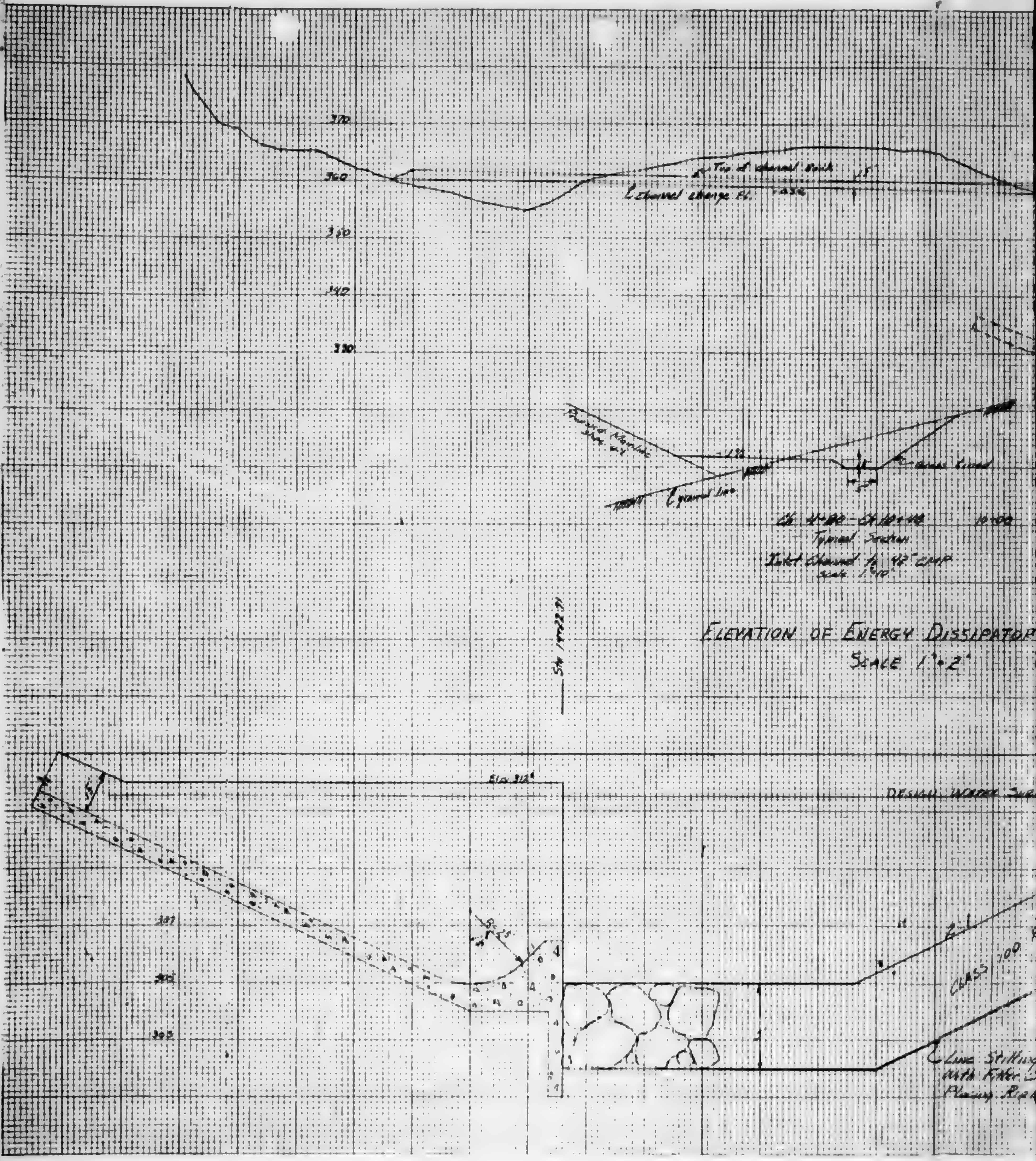
1. In the Barbur Boulevard Interchange, the storm sewer beginning at L"6" Station 407+50 and terminating at L"6" Station 422 can outfall into the detention basin upstream from the proposed 42-inch CMP.

2. In the Haines Road Interchange, the storm sewer beginning at Station L"5" 41+70 and terminating at "A" Station 51 could incorporate detention. This detention could be either (1) subsurface in the form of 48-inch diameter pipe with a restricted outfall, or (2) surface basins located in the area adjacent to the "C" line and the triangular area bounded by the L"5", "A" and "B" lines.

Those areas being drained by one or two inlets connected to existing pipes are not readily suited for detention storage because of limited surface area and steep culvert grades. These areas will also have the least impact on downstream areas.

A new drainage policy is being prepared for Commission approval which will require that all the drainage be reviewed to determine how we can best mitigate the impact of runoff from the freeway on downstream properties. Your help in this review when it is conducted will be appreciated.

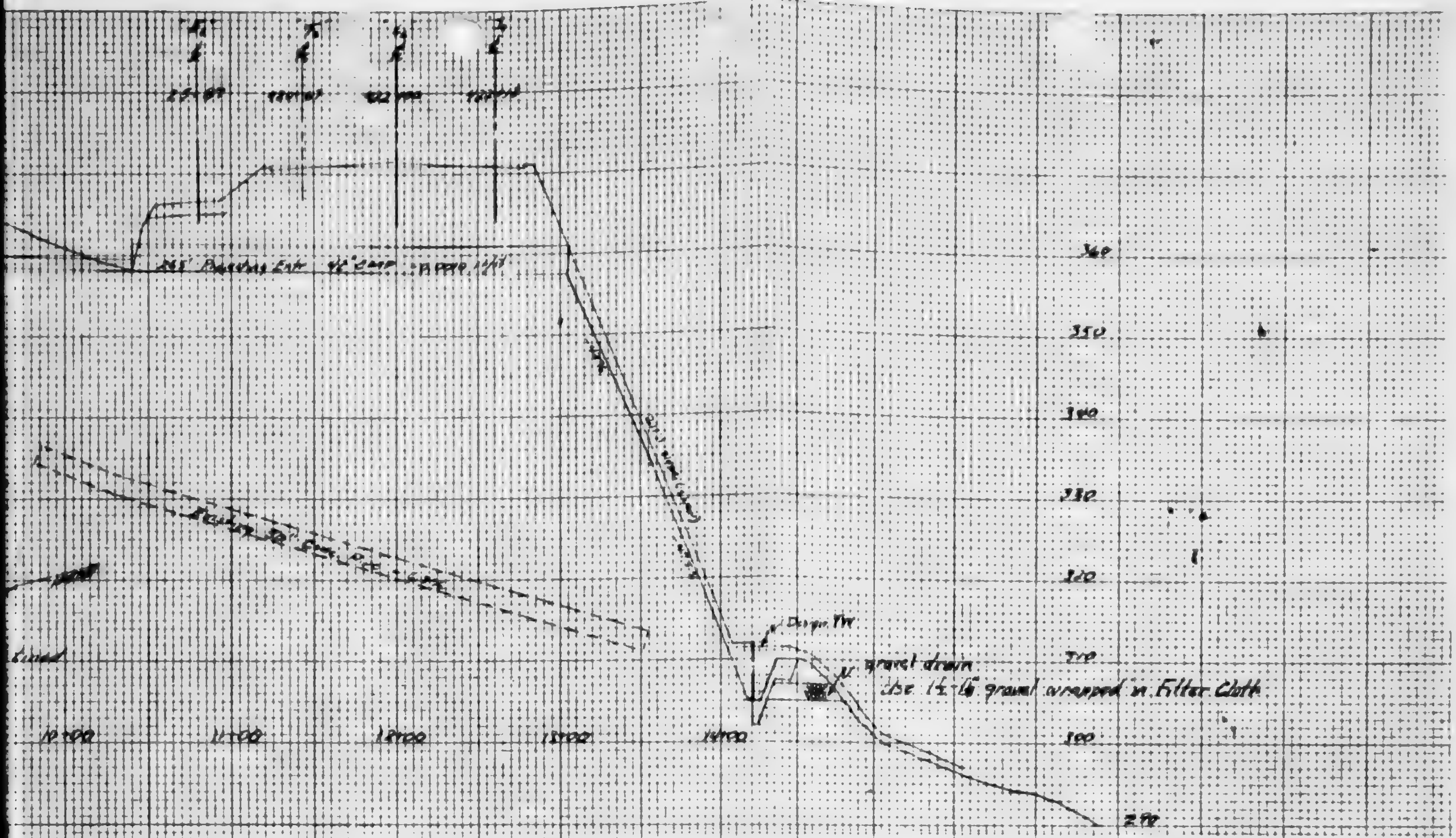
Enclosure
SHM:jp
cc F.E. Terpin w/attach
A.D. Olson w/attach
Walt Hart w/attach
Gary Potter w/attach



370
360
350
340
330
307
305
303
Top of channel bank
℄ channel change Pt.
1.5'
Proposed Manhole
Slope
1½
℄ gravel line
Rock Lined
Sta 1+22.71
Elev 312.5
DESIGN WATER SUR
Class 700
2:1
℄ Line Stilling
With Filter
Placing Rip

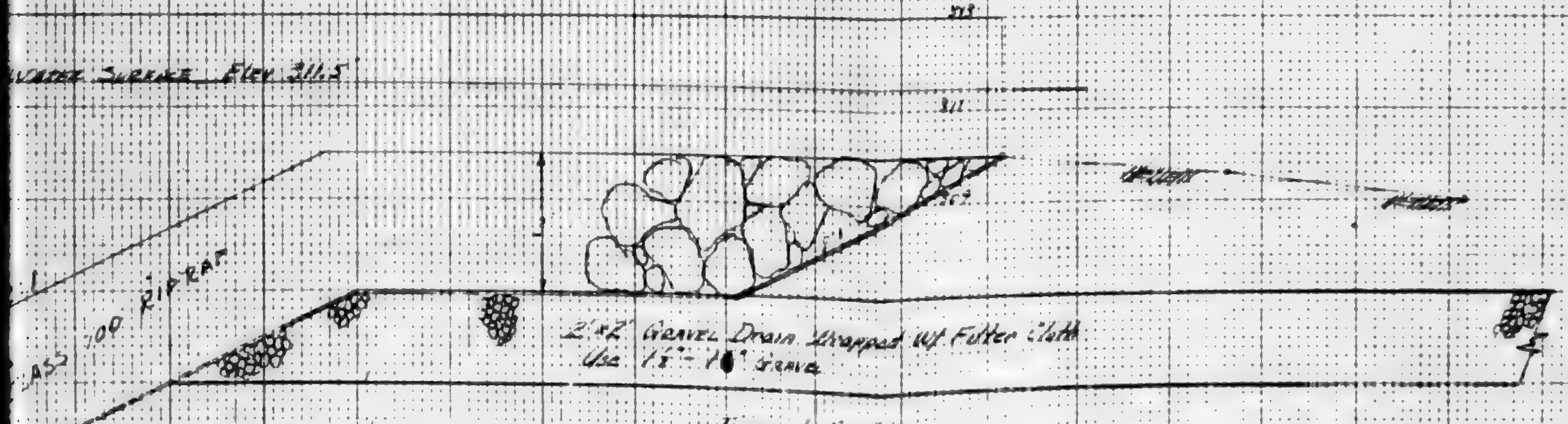
Sta 4+80 – Sta 10+48 10+00
Typical Section
Inlet Channel to 42" CMP
Scale 1"=10'

ELEVATION OF ENERGY DISSIPATOR
SCALE 1"=2'


gravel drain
Use 1½-1⅝ gravel wrapped in Filter Cloth
Design
360
350
340
330
320
310
300
290
10+00
11+00
12+00
13+00
14+00

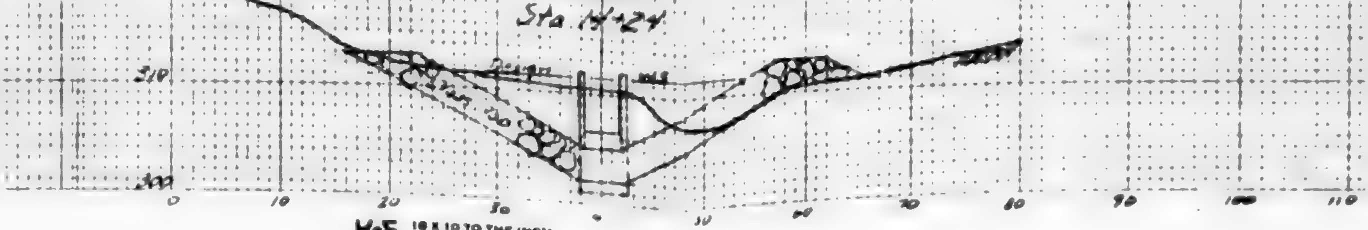
SSIPATOR & STILLING BASIN

2'


313
Water Surface Elev 311.5
311
ASS 10^0 RIP RAP
2'×2' Gravel Drain Wrapped W/ Filter Cloth
Use 1½"-1⅝" Gravel

ne Stilling Basin
ith Filter Cloths Before
lacing Rip Rap

Typical Section
Energy Dissipator & Stilling
Basin
Sta 14+24


303
320
310
300
Design
0
10
20
30
40
50
60
70
80
90
100
110

K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
MADE IN U.S.A.

91.15

I-5

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 17, 1977

Mr. Henry Kane
Attorney at Law
P. O. Box 518
Beaverton OR 97005

Dear Mr. Kane:

Re: N Tigard-S Tigard Interchange Section
Pacific Highway (I-5)
Multnomah, Clackamas, Washington Counties

In reply to your letter of August 13 relative to the above project and to the property of R. D. Luse, 12607 SW 64th Avenue, this is to advise you that the hearing report which was submitted to the Federal Highway Administration recommended Alternate No. 2. A copy of the narrative portion of the report is attached for your information.

The design for Alternate 2 shows a need for a portion of the Luse property. If this alternate is approved, we will complete the detailed design for the project, lay out the proposed right of way lines and then appraise and negotiate for the required property.

At the present time, we cannot predict when a decision might be made on the project, but it will be a few months, at least.

Very truly yours,

Frank E. Terpin
Location Engineer Supervisor

Enc.

AO:mc

bc J. H. Versteeg ✓
E. L. Hardt
J. B. Boyd
R. N. Bothman

1 Versteeg ✓
2 Olson eck
[illegible]
3 Scott f
Swenson

RECEIVED
AUG 18 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up
Other

Salem, Oregon
July 22, 1977

adOlson
A. D. Olson
Preliminary Design Engineer

Bob Ewen
Regional Location Engineer

Ford Property
Haines Road Interchange
N. Tigard Int.-S. Tigard Int.
Pacific Highway
Washington County

As requested, we broke out the costs from your field survey for improvement of Franklin Street between 66th and 68th and the work on 68th between Elmhurst and Franklin. We made an estimate for construction of a similar facility on Elmhurst between 66th and 68th. These costs, using current prices, are $27,000, $39,000 and $31,000 respectively, as shown on the attached sketch. No right-of-way cost is included for Elmhurst. The deed data that we have shows Ford and Ball ownerships as indicated on the second sketch.

This was discussed with Jack Sollis and he suggests that you might check with the County for their thoughts on the matter but requests that you talk this over with him before you contact the Ford Leasing Co. lawyer who wanted these estimates.

For your own information I am also attaching copies of the sequence of interchange designs from 1961 to the present. The 1971 pattern was revised at the request of local interests to better fit the "Golden Triangle Plan". The block from Elmhurst to Franklin was to be built in lieu of the block from 66th to 68th. Franklin was to be improved by others so that we would have been building one block of street either way and would have a connection over to the existing frontage road.

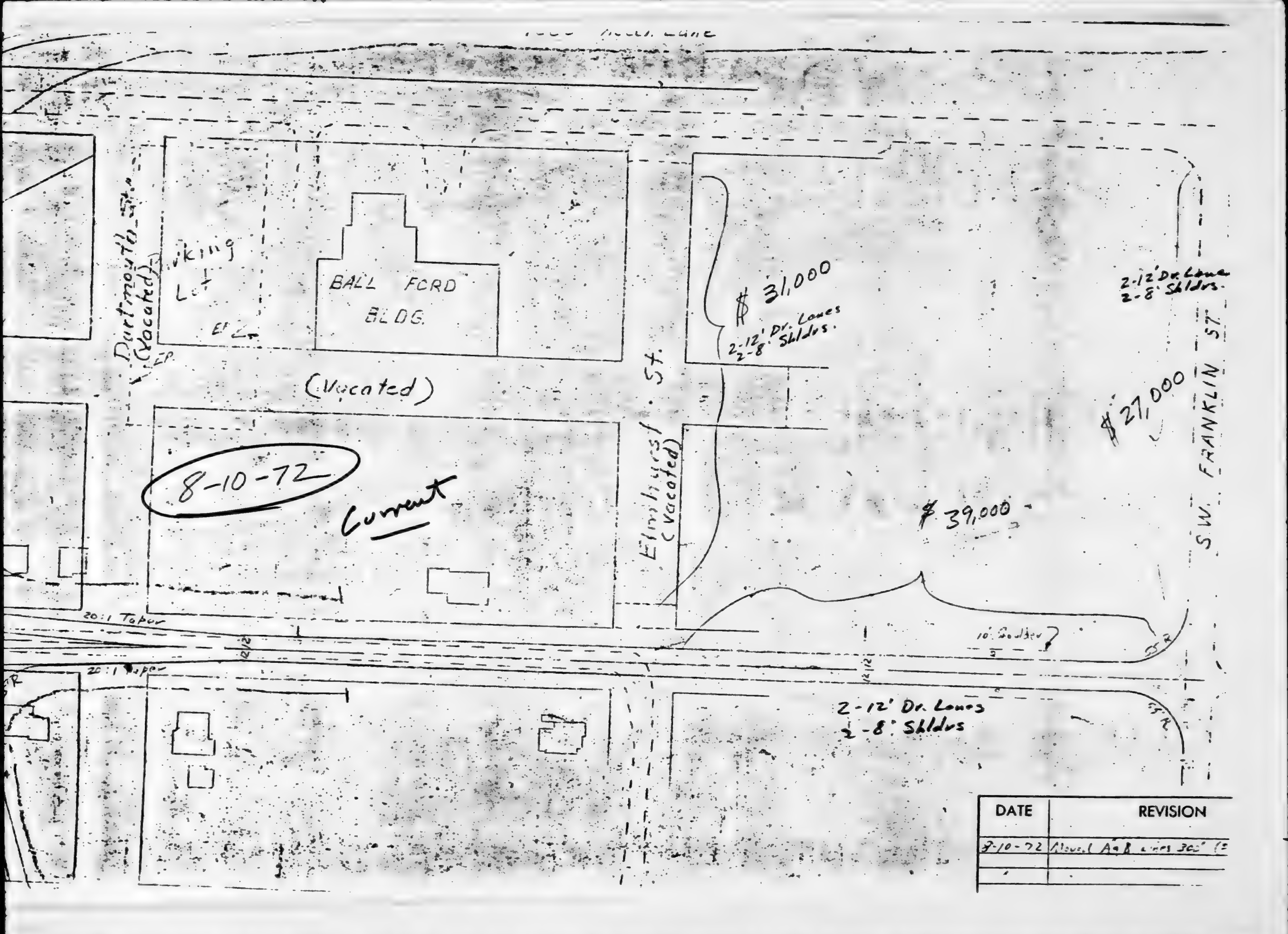
ADO:az
cc: Jack Sollis
E. L. Hardt

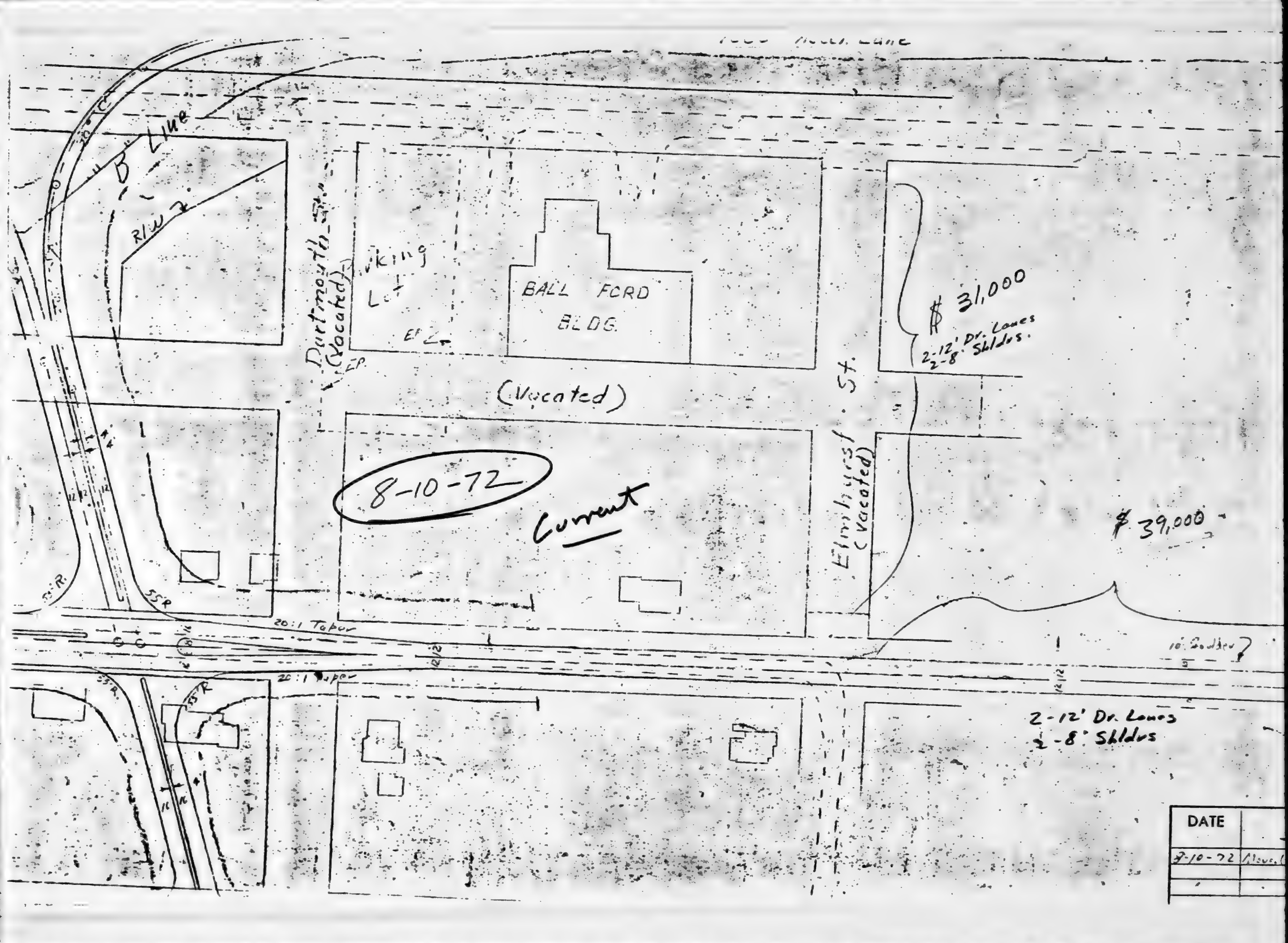
✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

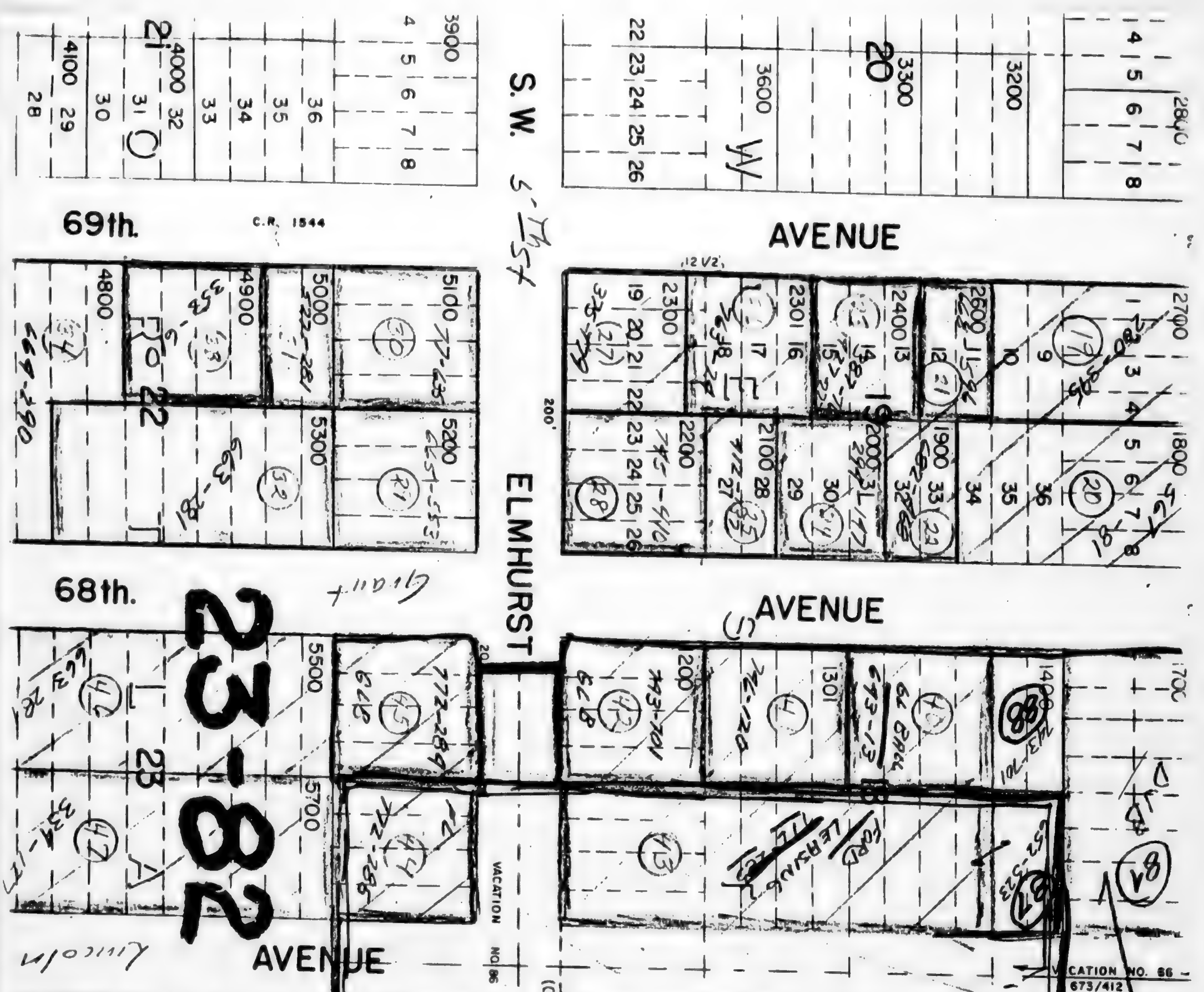
RECEIVED
JUL 22 1977
ROAD DESIGN SECTION

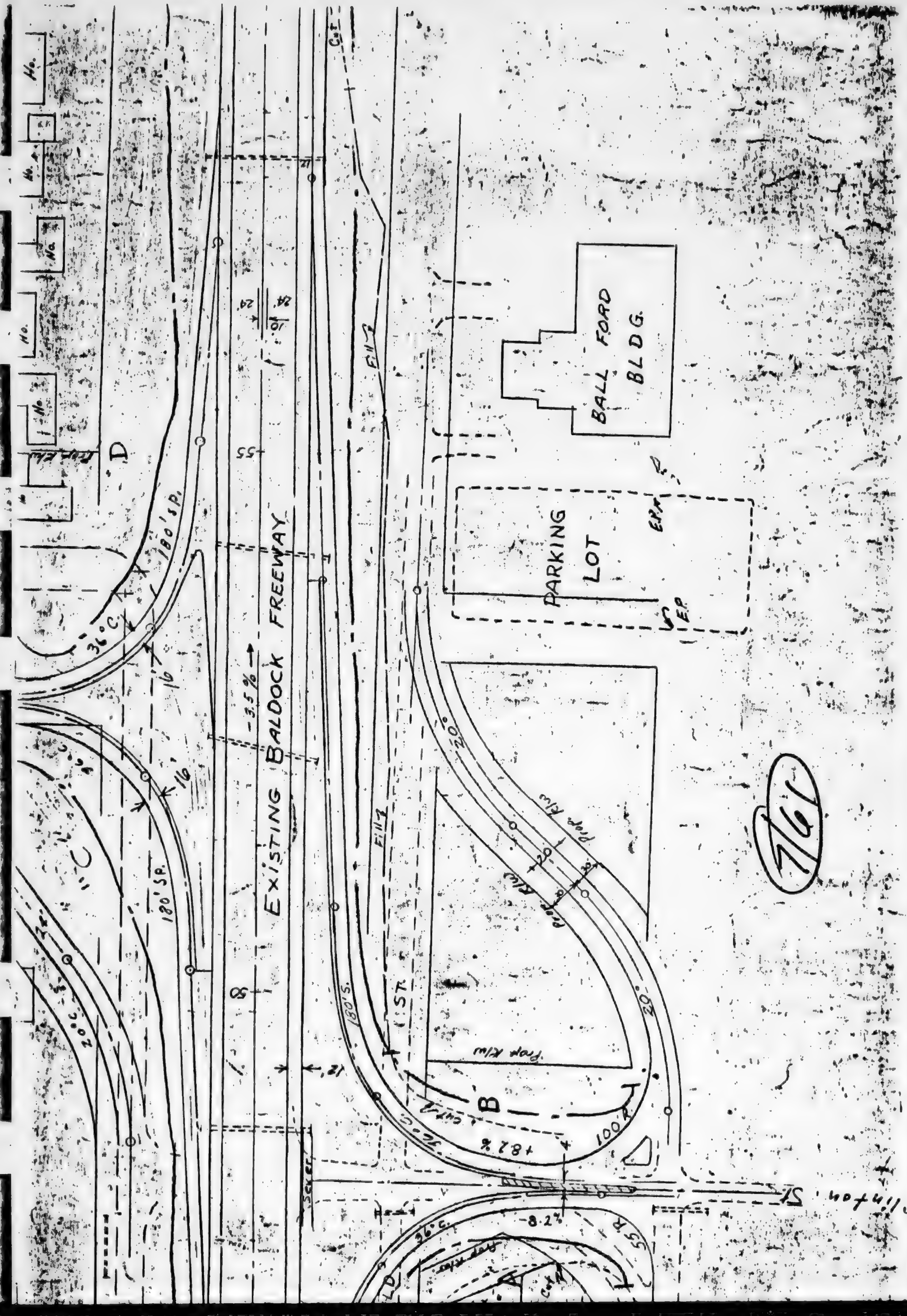
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Jh copy to Gary Potter

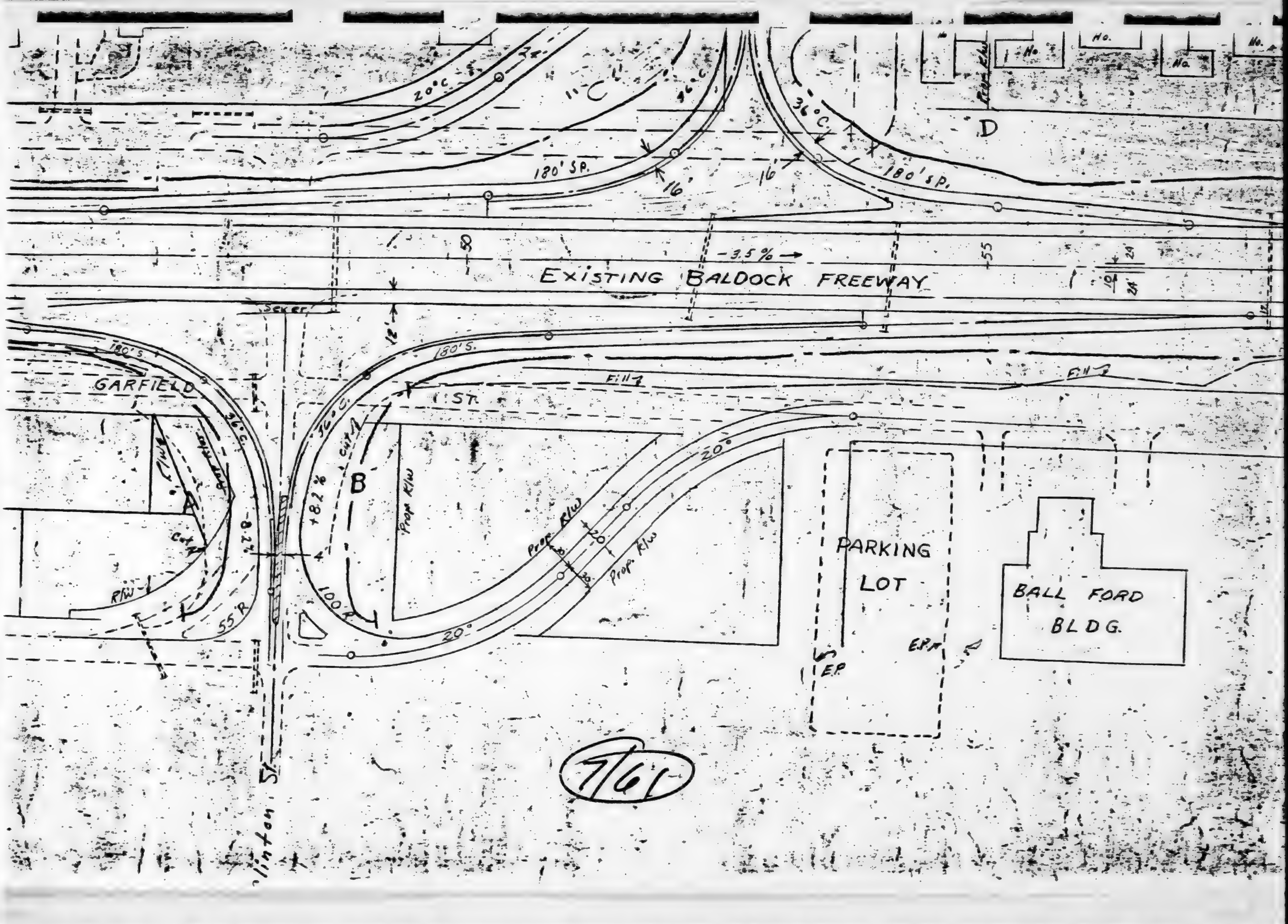

Dartmouth St.
(Vacated)
Parking Lot
E.P.
BALL FORD BLDG.
(Vacated)
8-10-72
Current
Elmhurst St.
(Vacated)
$ 31,000
2-12' Dr. Lanes
2-8' Shldrs.
$ 39,000
$ 27,000
2-12' Dr. Lane
2-8' Shldrs.
S.W. FRANKLIN ST.
10' Shldr
55 R
20:1 Taper
20:1 Taper
12/12
12/12
2-12' Dr. Lanes
2-8' Shldrs
55 R
DATE
REVISION
8-10-72
Moved A & B lines 300' (±

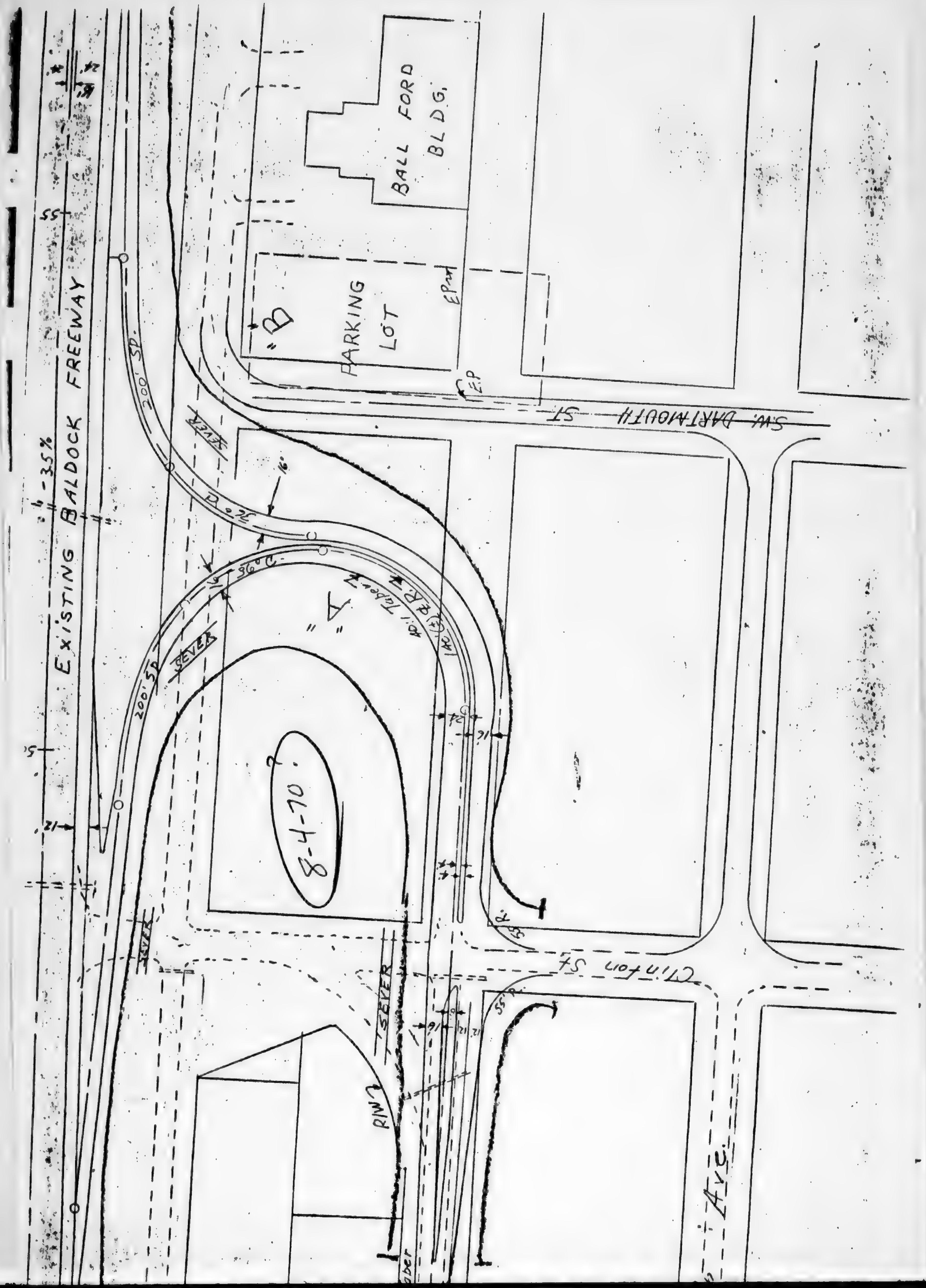

B Line
R/W
Dartmouth St.
(Vacated)
Parking Lot
EP
BALL FORD BLDG.
(Vacated)
$ 31,000
2-12' Dr. Lanes
2-8' Shldrs.
St.
Elmhurst
(Vacated)
8-10-72
Current
$ 39,000
55R
55R.
20:1 Taper
20:1 Taper
10' Shldr
2-12' Dr. Lanes
2-8' Shldrs
DATE
8-10-72

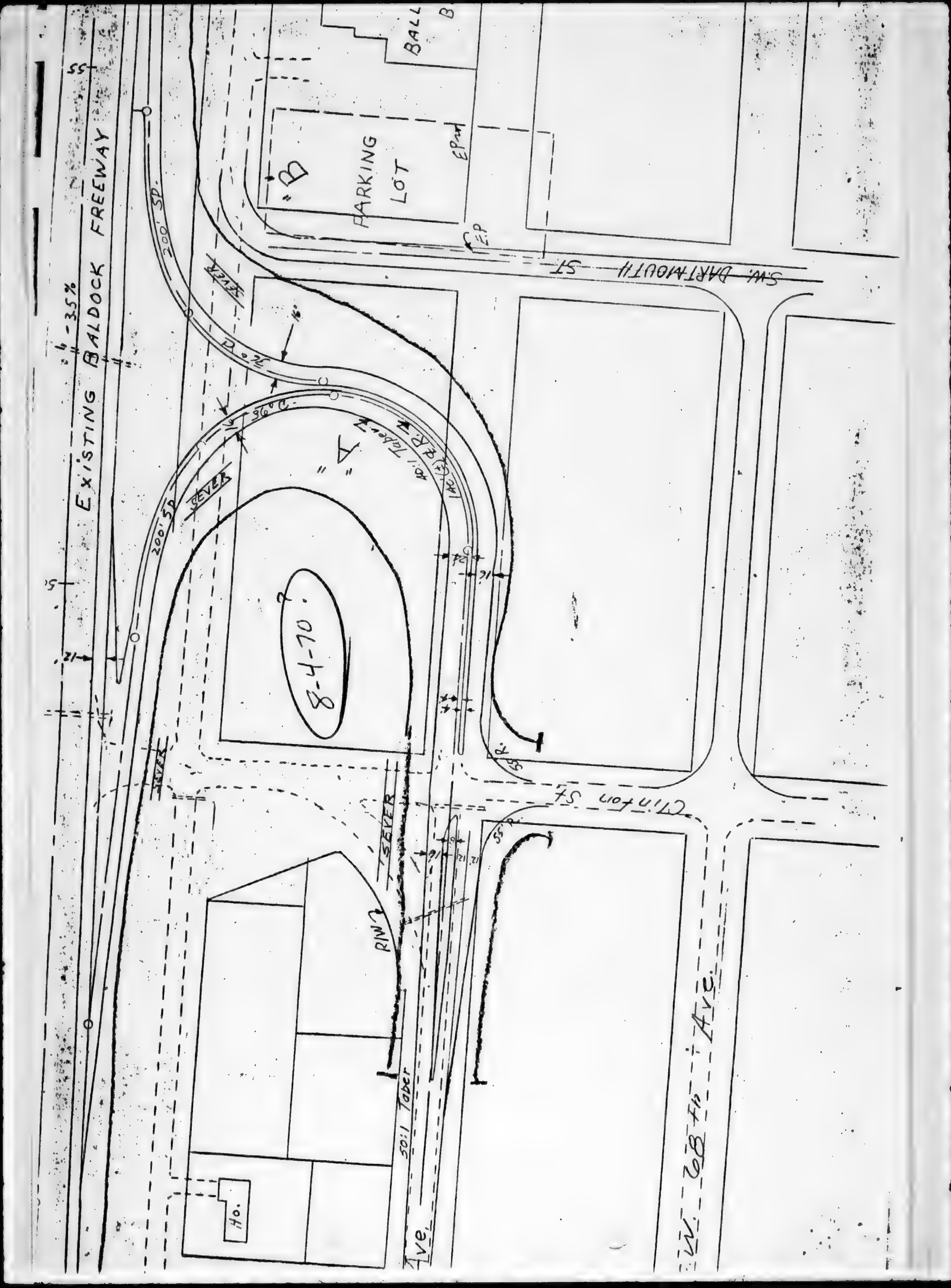

23-82
S.W. ELMHURST ST.
5th St
69th. AVENUE
C.R. 1544
68th. AVENUE
Grant
66th. AVENUE
Garfield
AVENUE
Lincoln
F..EEWAY
2
60'
200'
VACATION NO. 86
770/347
(C.S. No. 11850)
VACATION NO. 66
673/412
NORTH
20
21
22
23
24
19
18
17
106
107
81
84
88
87
DVB
FORD LEASING
3600
3300
3200
2800
3900
4000
4100
4800
4900
5000
5100
5200
5300
5500
5700
6100
6300
6400
6600
2700
2600
2400
2301
2300
2200
2100
2000
1900
1800
1700
1400
1301
200
100
663-281
669-290
353-6
722-281
77-635
651-553
745-910
712-27
280-395
567-81
743-701
693-13
746-120
772-289
772-286
331-177
652-523
663
180


EXISTING BALDOCK FREEWAY
-3.5% →
-.55
BALL FORD BLDG
PARKING LOT
E.P.
D
B
No.
180' SP.
180' S.
36°C.
11°C
20°C.
20°
16'
Fill
Cut
Prop R/W
100 R
+8.2%
-8.2%
55 R
1ST.
Scale
40+41'

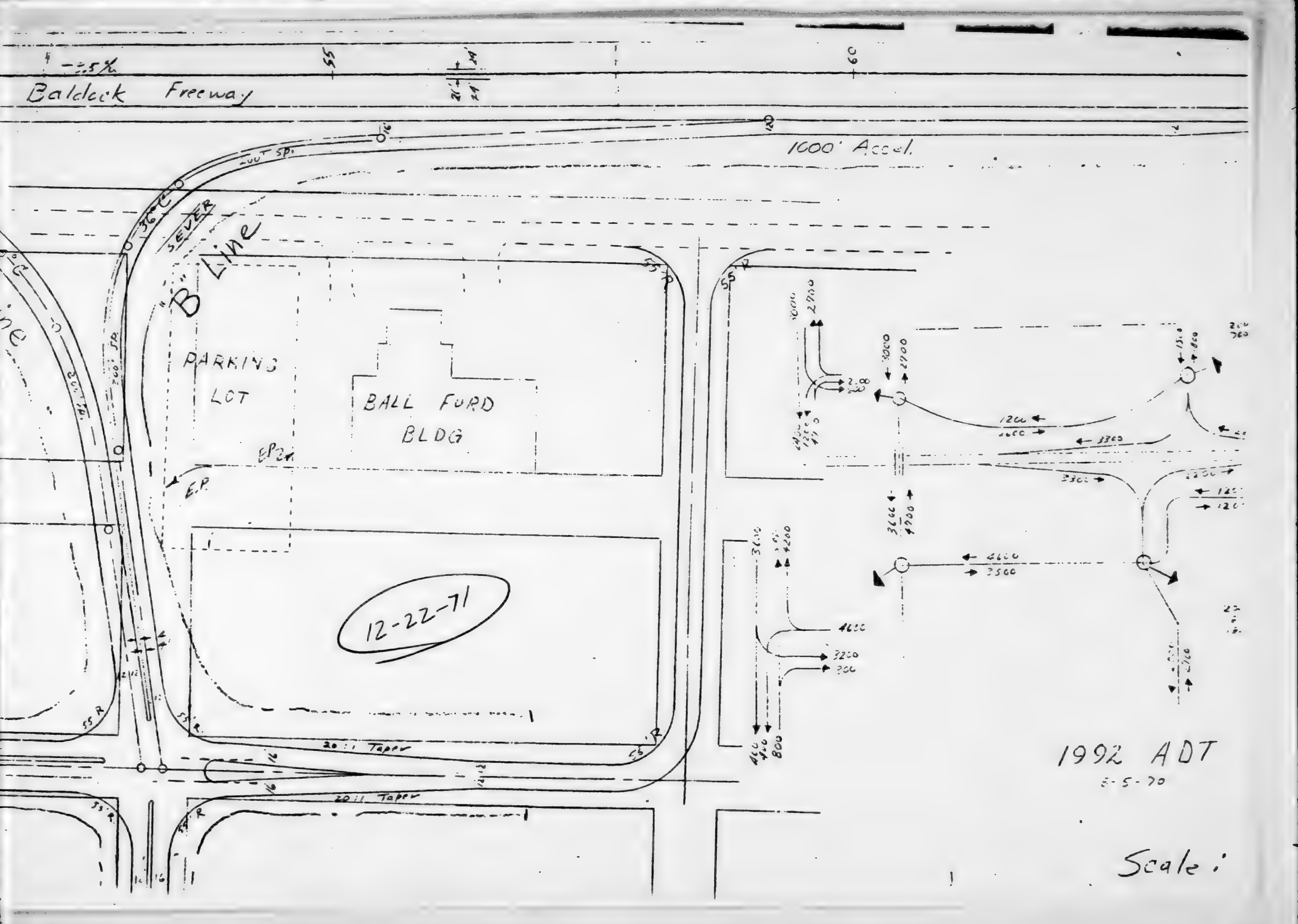
7161

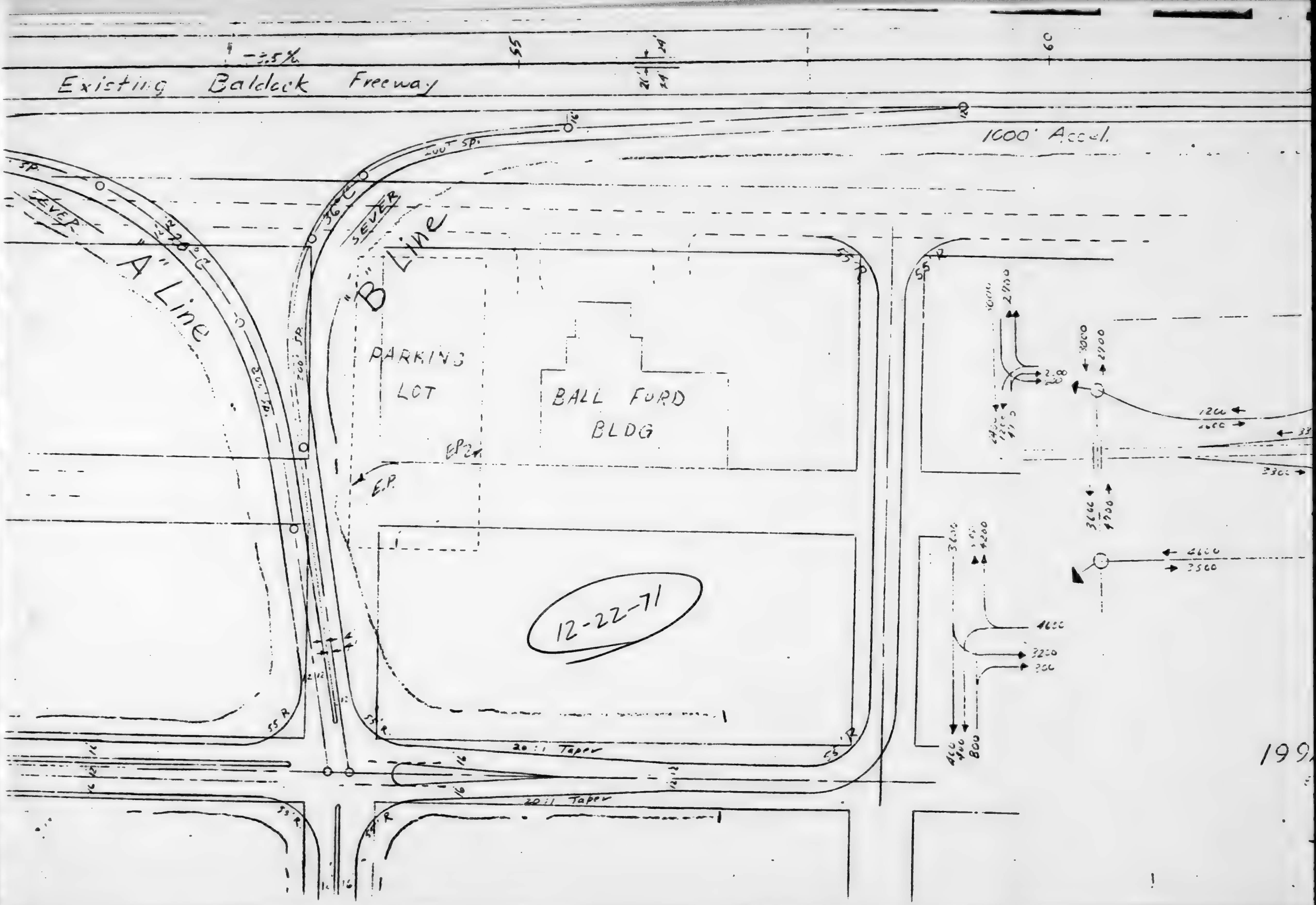

EXISTING BALDOCK FREEWAY
-3.5% →
GARFIELD ST.
Clinton St.
PARKING LOT
BALL FORD BLDG.
A
B
C
D
No.
Prop. R/W
R/W
Fill
Cut
Sewer
180' SP.
180' S.
36° C.
20° C.
20°
16'
12'
+8.2%
-8.2%
100' R
55' R
-55
-50
E.P.
7/61


EXISTING BALDOCK FREEWAY
-3.5%
BALL FORD BLDG.
"B"
PARKING LOT
EP
S.W. DARTMOUTH ST
SEWER
200' SP.
"A"
36° C.
200' SP
8-4-70
Clinton St
55' R.
RIW?
Ave.
16'
12'
21'



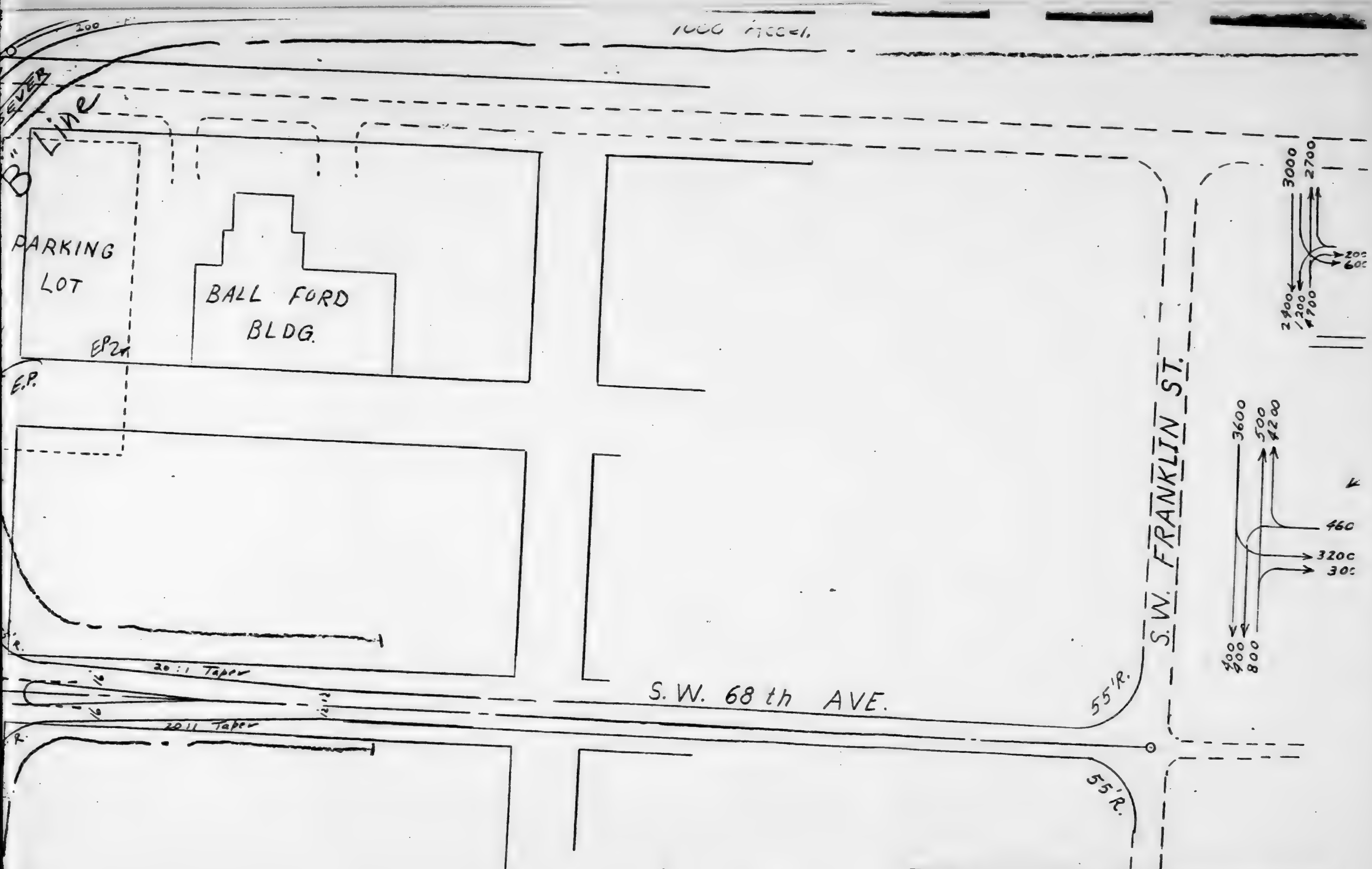
EXISTING BALDOCK FREEWAY
-.35%
55
"B"
PARKING LOT
EP
BALL
S.W. DARTMOUTH ST
SEWER
200' SP.
"A"
96° C.
R.R.
50:1 Taper
8-4-70 ?
Clinton St
SEWER
RW?
50:1 Taper
Ave.
S.W. 6th Ave.
Ho.


-.5%
55
60
Baldock Freeway
1000' Accel.
200' SP.
36"C
SEWER
"B" Line
PARKING LOT
BALL FORD BLDG
E.P.
12-22-71
20:1 Taper
55'R
1200
2000
3300
3300
2200
3600
4700
4600
3500
4600
3200
300
460
400
800
3000
2700
1500
800
1992 ADT
3-5-70
Scale:


Existing Baldock Freeway
-3.5%
55
60
1000' Accel.
200' SP.
36°C
SEVER
"B" Line
"A" Line
SEVER
PARKING LOT
BALL FORD BLDG
E.P.
E.P.
20:1 Taper
20:1 Taper
55 R
2900
3000
2900
200
1200
1000
3600
3700
4600
3500
3600
4200
4600
3200
300
400
400
800
2300

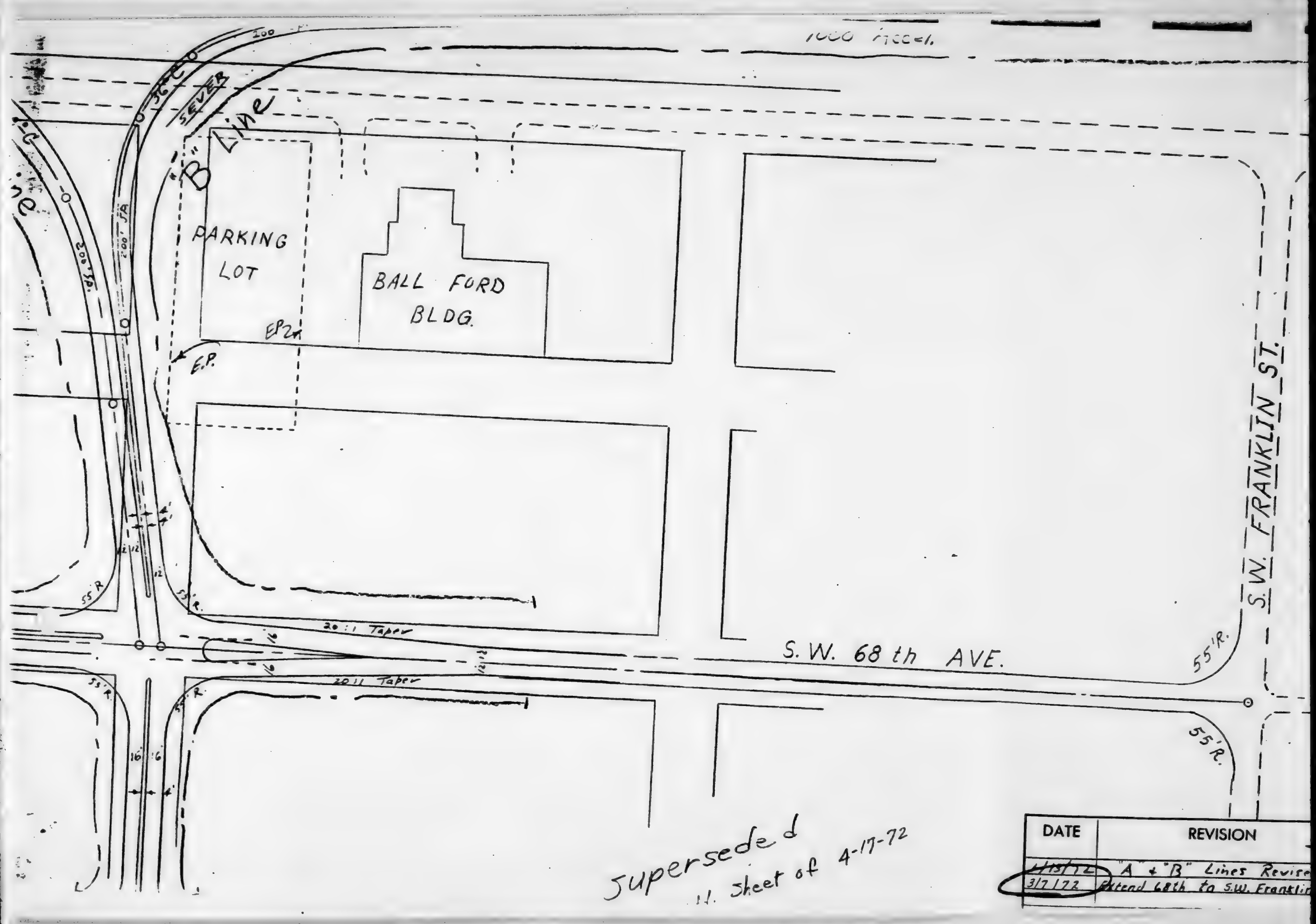
12-22-71

199


1000 Accel.
200
EVER
"B" Line
PARKING LOT
EP2A
E.P.
BALL FORD BLDG.
S.W. FRANKLIN ST.
S.W. 68 th AVE.
20:1 Taper
20:1 Taper
55'R.
55'R.
3000
2700
2400
1200
4700
200
600
3600
500
4200
400
400
800
460
3200
300

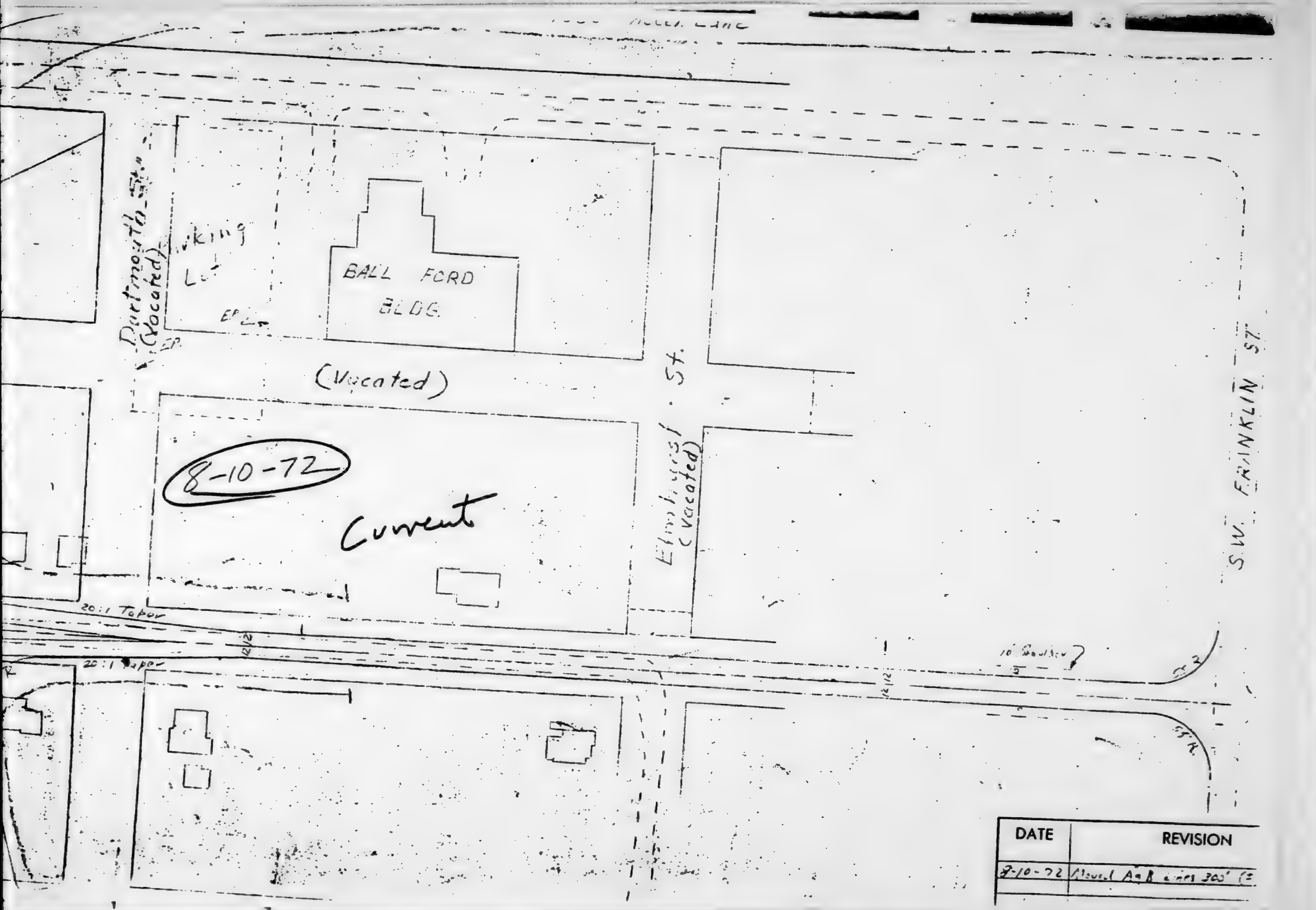
DATE	REVISION	BY
1/13/72	"A" + "B" Lines Revised	C.B.
3/7/72	Extend 68th to S.W. Franklin St.	H.D.B.

Superseded
" Sheet of 4-17-72


1000 Accel.
200
36"C
SEVER
"B" Line
C
Line
200' SP.
200' SA
PARKING
LOT
BALL FORD
BLDG.
EP2
E.P.
S.W. FRANKLIN ST.
S.W. 68 th AVE.
20:1 Taper
20:1 Taper
55'R.
55'R.
55'R.
55'R.
55'R.
55'R.
55'R.
12
12
12
16
16
16
16
4'
4'

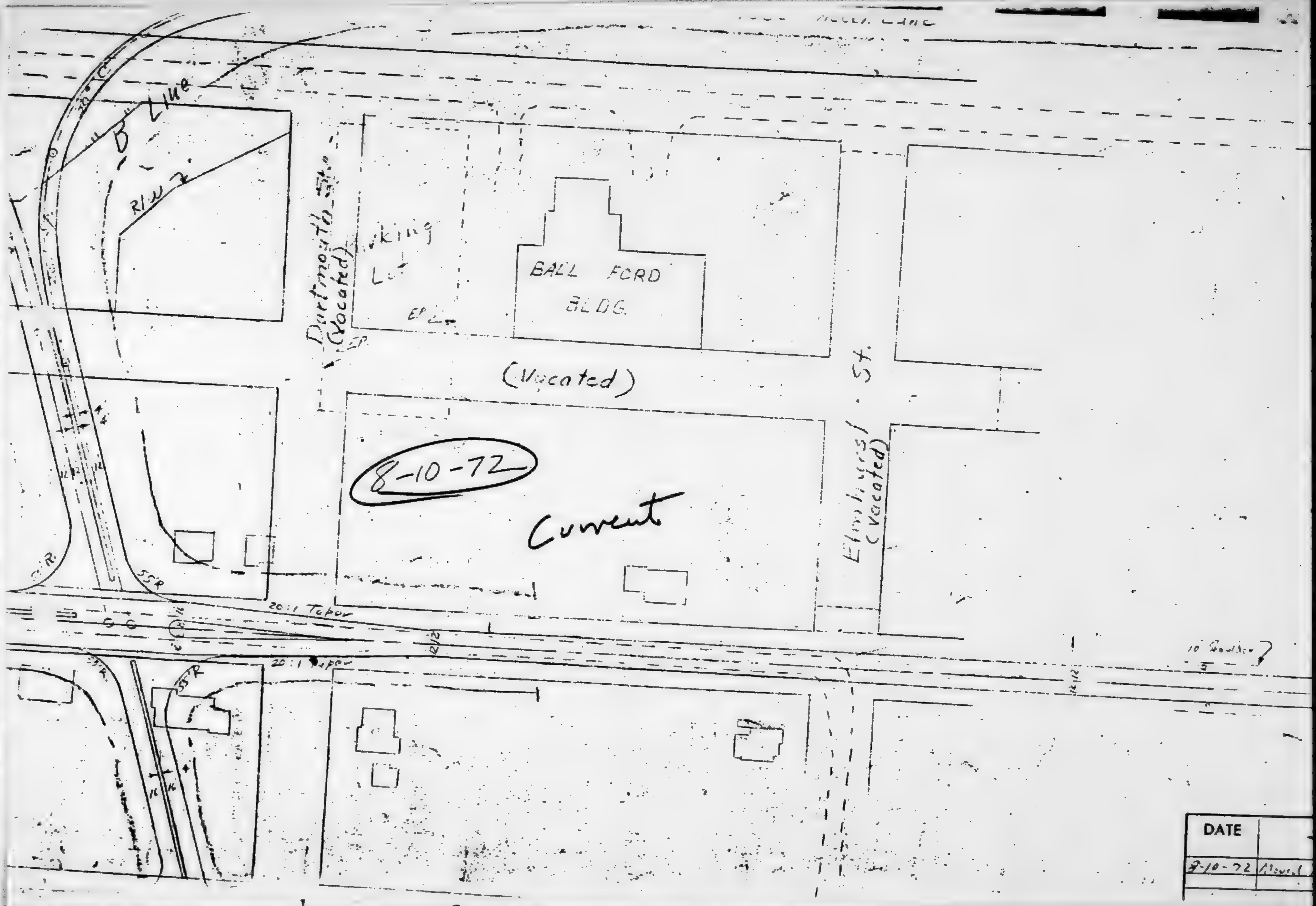
DATE	REVISION
4/13/72	"A" + "B" Lines Revise
3/7/72	Extend 68th to S.W. Franklin

Superseded
11. Sheet of 4-17-72


Dartmouth St. (Vacated)
Parking Lot
EP
EP
BALL FORD BLDG.
(Vacated)
Elmhurst St. (Vacated)
S.W. FRANKLIN ST.
20:1 Taper
20:1 Taper
12/12
12/12
10' Shoulder
DATE
REVISION
8-10-72
Moved A & B lines 300'

8-10-72

Current


Accel. Lane
"B" Line
R/W
Dartmouth St.
(Vacated)
Parking Lot
EP
BALL FORD BLDG.
(Vacated)
Elmhurst St.
(Vacated)
55R
20:1 Taper
20:1 Taper
12
12
12
16
16
10' Shoulder

8-10-72

Current

DATE	
8-10-72	Moved

7615 Wash Co N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 30, 1977

FILE:

FROM: Neil Flanagan (dh)
NEIL FLANAGAN
Property Manager

SUBJECT:

TO: Don Stoudenmeyer
Preliminary Design Supervisor

Please see the attached letter from Irving Larson, dated March 25, 1977, concerning property north of the proposed "off ramp" in Block 14, West Portland Heights, Washington County. Has our design been set enough to consider this request? If not, when do you estimate it will be?

3-31-77

The build line will require some of this property. Design has not been approved as yet. After approval, survey will be required for final plans. Can't estimate time involved.

Copy to Flanagan

2 Versteeg ✓
1 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 30 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NF:dh
Attachments

IRVING (IRV) LARSON
11720 S. W. 68th Avenue
TIGARD, OREGON 97223

AREA: (503) 639-1497

CONSULTANT FOR THE MINIMIZATION
OF "RED TAPE IN GOVERNMENT"

REAL ESTATE BROKER Licensed with
OREGON REAL ESTATE DIVISION

March 25, 1977

State Highway Division
Salem, Oregon

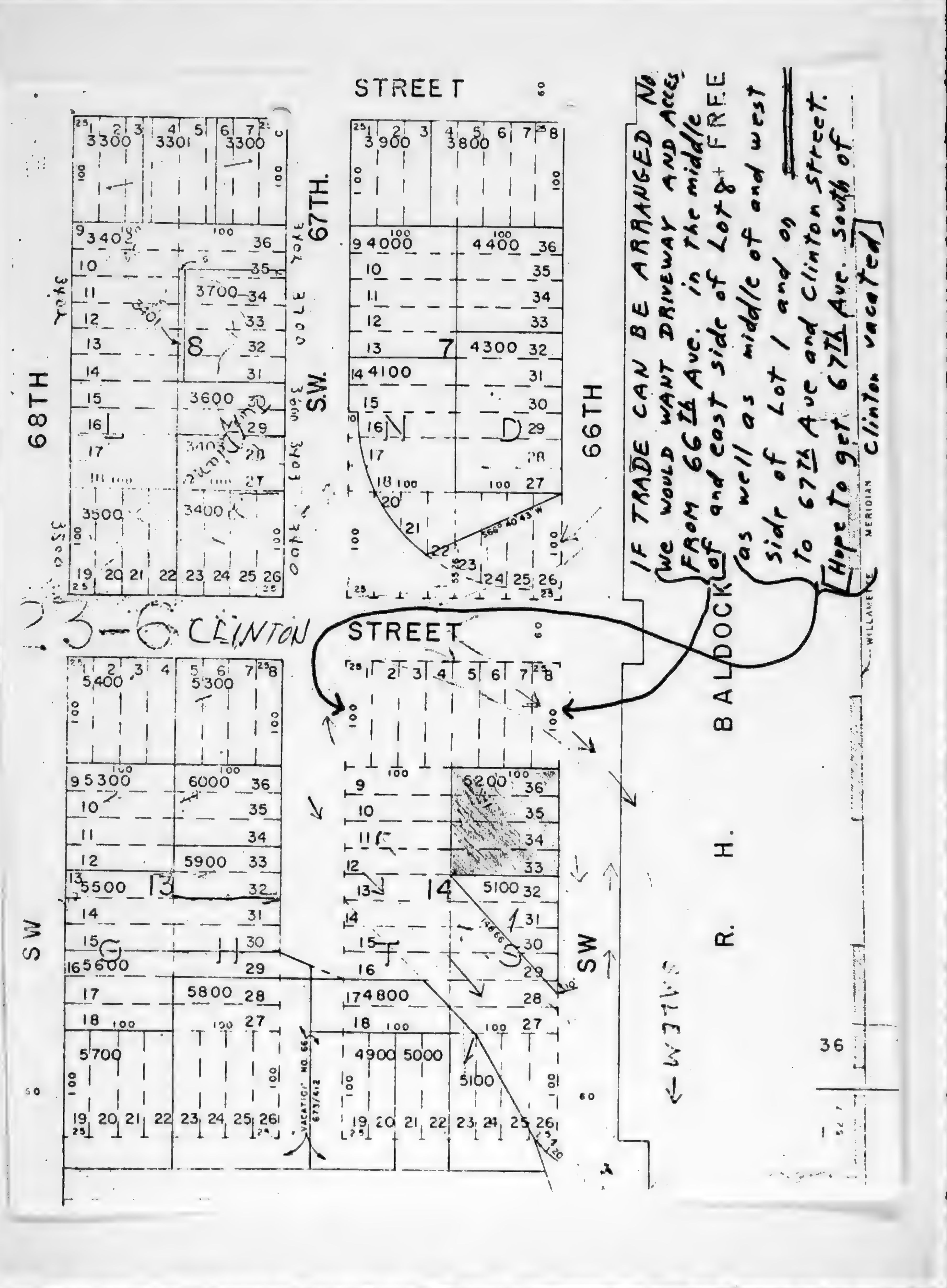
Subject: "Acquisition and Access Rights"
By "Trade" at I-5 and Haines Exit
Washington County

Please be advised that we desire to own all property north of the proposed "off ramp" in Block 14 West Portland Heights when construction is completed.

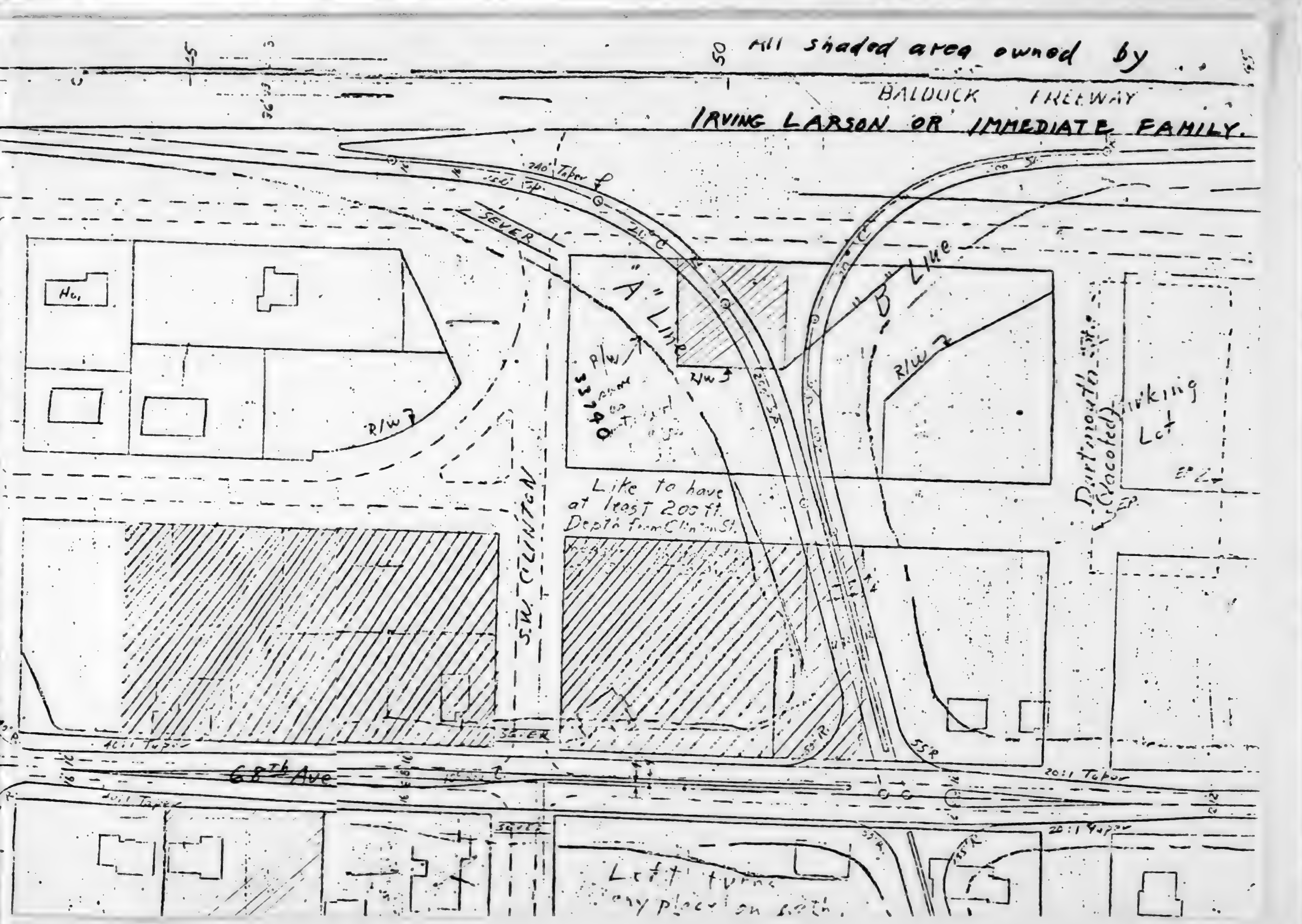
We understand this area is now owned by the Highway Division and has been surplus to Highway needs for many years.

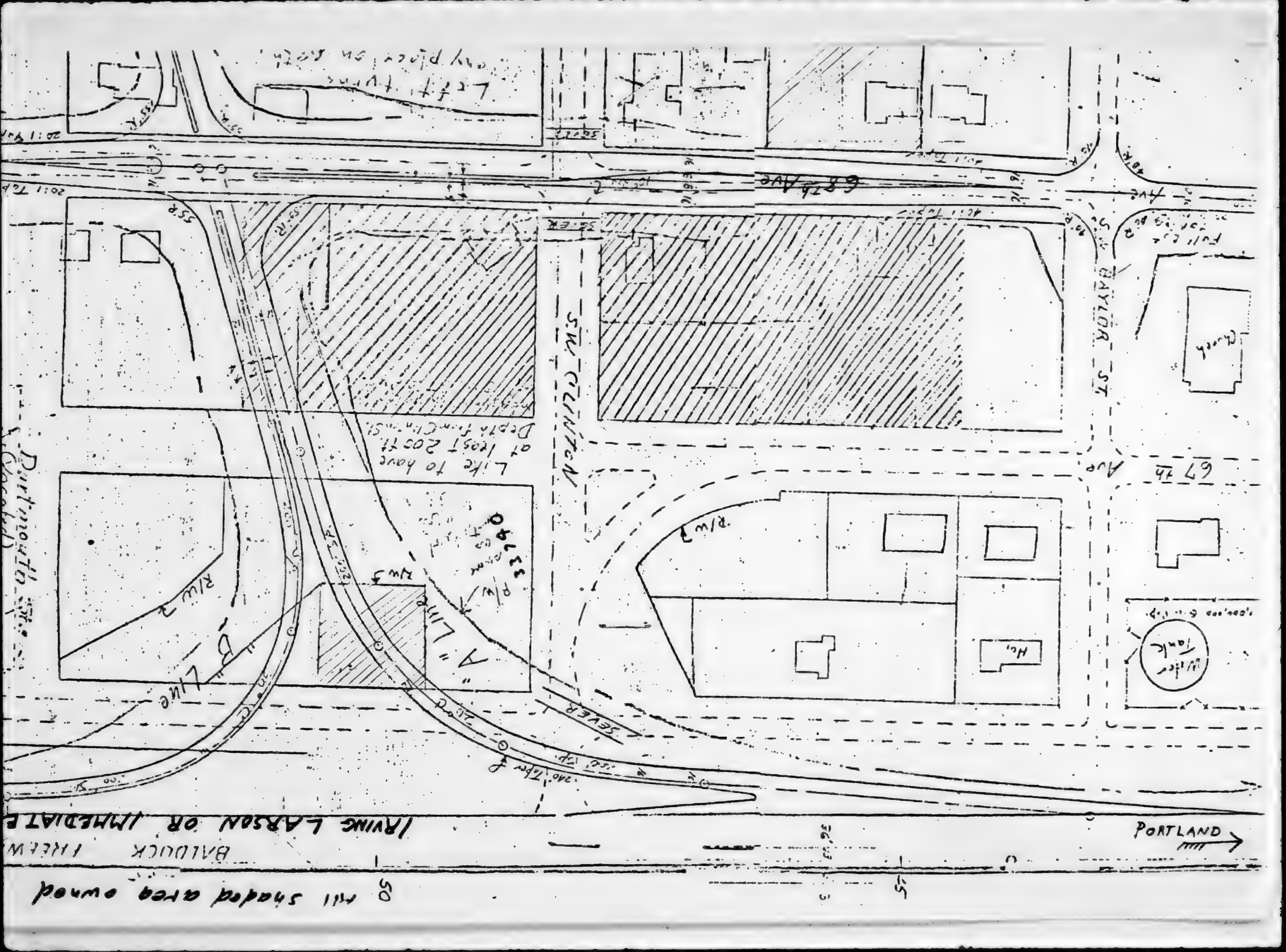
Maybe a trade could be arranged now for our [redacted] Lots 33, 34, 35 and 36 which appears to be in path of new construction.

Irving L. Larson


STREET
68TH
SW. 67TH
66TH
13-6 CLINTON
STREET
BALDOCK
R. H.
SW
SW
8
7
13
14
36
WILLAMETTE MERIDIAN
VACATION NO. 66 673/412

IF TRADE CAN BE ARRANGED No
We WOULD WANT DRIVEWAY AND ACCES,
FROM 66th Ave. in the middle
of and east side of Lot 8 + FREE
as well as middle of and west
side of Lot 1 and on
to 67th Ave and Clinton Street.
Hope to get 67th Ave. south of
Clinton vacated

All shaded area owned by
IRVING LARSON OR IMMEDIATE FAMILY.
BALDOCK FREEWAY
50
55
"A" Line
"B" Line
SEVER
SW CLINTON
R/W
33740
Like to have at least 200 ft. Depth from Clinton St.
Dartmouth St. (Vacated)
Parking Lot
68th Ave
20:1 Taper
40:1 Taper
240' Taper
55'R
200' SP.
SEWER
Left turns any place on both.
Ho.


All shaded area owned
IRVING LARSON OR IMMEDIATE
BALDOCK FREEW
PORTLAND
50
55
"A" Line
"B" Line
R/W
33740
Like to have at least 200 ft. Depth from Clinton St.
SW CLINTON
SEVER
68th Ave
67th Ave
S.W. BAYLOR ST
Left turns any place on 68th
Portmouth St. (Vacated)
Water Tank
Church
Ho.

I

March 21, 1977

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D. C. 20510

Dear Senator Hatfield:

The Oregon Department of Transportation has responded to Mr. and Mrs. Harry R. Mosser's letter expressing their concerns for the noise impacts generated by the North Tigard-South Tigard Interchange Section of the I-5 Freeway.

The concerns of the Mossers were generated from a series of public meetings, distribution of the draft Environmental Impact Statement, and the public hearing recently held by our Department for this project.

The Mossers have been assured that their views will be taken into account in developing the final E.I.S. and the final design. We have conveyed their comments to our Environmental Director and Design Engineer. Noise mitigation measures will be considered in the final project design and included where justified.

Sincerely,

Robert A. Burco
Director of Transportation

RNB:pq fn

bc F. B. Klaboe
R. N. Bothman
Alan Lightner

26

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 25, 1977 Telephone 238-8226

MR. & MRS. HARRY R. MOSSER
11916 Southwest Lesser Road
Portland, Oregon 97219

This is to acknowledge receipt of your letter dated February 16, concerning the North Tigard-South Tigard Interchange Section of the I-5 Freeway. Your letter will be entered into the public hearing records for this project period.

Your stated concerns for the noise impacts generated by the I-5 Freeway are a recognized problem to all concerned. Freeways of other transportation modes result in noise impacts which are relative to the assigned traffic loading.

In highway design for new proposed projects, noise mitigation measures will be included whenever the projected noise impacts are above the national standard of 70 dBA.

We have taken particular note of the location of your residence and its proximity to the proposed project, and mitigation consideration will be given, which is applicable to the national design standards. Our environmental director, design engineers, and decision-makers for the selected alternative will be advised of your comments so that the best facility may be provided for the people of Oregon; one which answers their transportation needs.

We thank you for your participation in this project development period, and advise that our office is available for any further information you may desire.

for
ROBERT N. BOTHMAN
Ass't. State Highway Engineer

RTE:pq

cc F. B. Klaboe
H. S. Coulter
E. L. Hardt
Gary Potter
Cecil Head (w/original ltr)

HENRY M. JACKSON, WASH., CHAIRMAN

FRANK CHURCH, IDAHO
LEE METCALF, MONT.
J. BENNETT JOHNSTON, LA.
JAMES ABOUREZK, S. DAK.
FLOYD K. HASKELL, COLO.
JOHN GLENN, OHIO
RICHARD STONE, FLA.
DALE BUMPERS, ARK.

PAUL J. FANNIN, ARIZ.
CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
JAMES A. MC CLURE, IDAHO
DEWEY F. BARTLETT, OKLA.

GRENVILLE GARSIDE, SPECIAL COUNSEL AND STAFF DIRECTOR
WILLIAM J. VAN NESS, CHIEF COUNSEL

United States Senate
COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

February 26, 1977

3-1 Copy to Klaboe
Prepare Reply

Mr. and Mrs. Harry R. Mosser
11916 S.W. Lesser Road
Portland, OR 97219

Dear Mr. and Mrs. Mosser:

Thank you for your recent letter. I appreciate your bringing this matter to my attention and wish to assure you of my desire to be of all possible assistance.

However, as you are probably aware, it would be inappropriate for me, as a federal legislator, to intervene in matters which fall under the jurisdiction of the State of Oregon, as your problem does. Accordingly, I have taken the liberty of forwarding your letter to the address below, with the request it be given the proper attention.

If you feel I can be of help in any federal government problem, please do not hesitate to contact me. It would be my pleasure to hear from you again.

With best wishes.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:js
c Mr. Robert Burco, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

for Burco

RECEIVED
DOT OPERATIONS
MAR 2 - '77
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO
Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
[illegible] 1977
OFFICE
DIRECTOR of TRANSPORTATION

February 16, 1977

Mr. R. N. Bothman
Ass't State Hwy. Dept.
Department of Transportation
5821 N. E. Glisen Street
Portland, Oregon 97213

Dear Mr. R. N. Bothman:

We live at 11916 S. W. Lesser Road uphill about 500 feet in direct sight of Interstate 5-N. Tigard and South Tigard Interchange Section. We are constantly bombarded with freeway noise from trucks and cars-24 HOURS A DAY. The noise is loud outside the house and constantly heard from the inside of our home. This constant noise is offensive and annoying to us and our two small children.

We attended the informal informative hearing (Feb. 10) hearing to find out what the highway designers had done to attentuate the excess freeway noise. Tentatively we were told, "maybe an eight foot concrete wall or noise barrier would be erected." We object to this "maybe" barrier. What good will this barrier do when the major noise is from trucks and their exhaust pipes are ten to twelve feet off the road? And why use concrete, when it will not absorb sound but only reflect it?

We then asked the question, "Why are you not putting up an effective noise barrier?" We were told it would be too expensive; but if we had known the neighbors were concerned about the noise, we would have probably designed this portion of the freeway differently-similar to the design of Interstate 205, but it is too late now. BULLSHIT, it is never too late, and the starting date for construction isn't until 1981?

We were also told that the priorities of the highway department in designing a freeway is first human safety and second is aesthetics. BULLSHIT AGAIN, human liveability around the freeway should be second. Aesthetics should be far down the list.

Your acoustic portion of the enviromental impact statement deals with homes close to the freeway, and no mention of the noise levels at homes that are farther than 250 feet away from the highway. Why not? You also have the audacity to mention that the noise levels near the freeway ONLY exceeds 70 decibels 10% of the time. That means only 2 hours and 15 minutes in every day the noise levels are intolerable. We also might mention that, spread out, this intolerable noise is part of every hour in everyday and in every night. Don't you even consider that our noise levels are intolerable?

We suggest a noise barrier that is high enough to absorb and reflect the noise, or build a sound absorbing tunnel, or recess the freeway. We are sure there is a way, only the Oregon State Department of Highways is not interested in working on the problem or caring about the liveability of Oregon people who live close to a noisey freeway. "Money is a factor, they say, but I've never seen money a factor when the Oregon State Highway wants something done.

For these reasons, (please include this in your formal hearing held Feb. 10), we recommend Alternative 1-no build, until the Oregon Highway Department addresses itself fully to the LIVEABILITY OF THE OREGON PEOPLE who live near the freeway and who pay your WAGES.

Sincerely,

Harry R. Mosser / Joan Z. Moss

Mr. and Mrs. Harry R. Mosser

cc to Gov. Bob Straub
Chairman State Hwy. Dept.
D. E. Q.
Federal Hwy. Administration
Sen. Bob Packwood
Sen. Mark Hatfield
Rep. Les AuCoin
Rep. Bob Duncan

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PROJECT MANAGEMENT
MAR 7 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

STATE A-95 REVIEW ADDENDUM

APPLICANT: State Highway Division

PROJECT TITLE: N. Tigard - S. Tigard Interchange

PNRS #: 7612 4 900

DATE : March 4, 1977

c:
. L. Green
~~. S. Coulter~~
. E. Terpin
. B. Boyd
. E. Royer
. H. Versteeg
ary Potter
. W. Ellison
. N. Bothman
. D. McClure
eronautics Div.
aul Hartwig, Parks
. L. Gifford

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of March 1, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sem | Act | File

☒ Please consider this letter and enclosure(s) an addendum to our previous letter.

☒ A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

To: Files cc: A. George Date: February 25, 1977

From: Norman L. Jette

Subject: North and South Tigard Interchange/Pacific Hwy./I-5--Draft Environmental Impact Statement

Critique of the Written Material

The Draft Environmental Impact Statement (D.E.I.S.) was presented in two parts: Volume 1, the Summary and Volume 2, the Technical Report. Both parts contain much of the same material. Thus, this critique will apply to both volumes.

Generally, the written material was found to be easy to read and contained only minor typographical errors. Nevertheless, the following are some of the deficiencies found in the written material:

1. The D.E.I.S. discusses the sound levels impacting receptors (residences) in terms of L_{10} - 70 dBA values only. There are two things wrong with this approach.

    First, the Department does not know what the D.E.I.S. means by a receptor being in excess of L_{10} equal to 70 dBA. Is the noise level 71 dBA or 91 dBA? The D.E.I.S. should specifically state or show the sound levels the receptors do or will receive.

    Second, the use of L_{10} - 70 dBA throughout the text and in the figures, gives the reader the impression that 70 dBA is a protective level. The D.E.I.S. implies that a home with sound levels of L_{10} less than 70 dBA has no noise problems.

    The Department of Environmental Quality believes that the Federal Highway Administration guideline of L_{10} - 70 dBA for residential property is not protective of the health and welfare of residents. We believe an L_{10} level of 60-65 dBA in the peak traffic hour would be much closer to being protective. One project goal should therefore be to try to achieve a more protective sound level.

2. Another deficiency in the written material is that the L_{10} contours of 70 dBA were all described as distances from the highway. This made assessing the project alternatives difficult as the difference in noise levels between two alternatives could only be calculated out in feet. Sound levels are best addressed in decibels and not in feet. Furthermore, there were no maps drawn to scale in the D.E.I.S. with which the distance could be used.

DEQ 4

The contour maps should have shown sound level contours other than L_{10} equal to 70 dBA. Greater differences between the project alternatives might then have shown up.

Finally, discrepancies in the noise contours were found for identical sections of the highway in figures 22 to 27 and X-1 to X-6, and the use of "Shadow Zone" on the maps was confusing.

3. In the area of S.W. 48th-49th, Barrier K was not shown (figures 23 and X-2) nor were the noise control benefits of the barrier discussed or illustrated in the text material. We hope the final E.I.S. will correct this error.

4. Barrier F is longer in figure X-5 than it is in figure X-6. The written material in the text indicates that there should be no difference in the figures. Therefore, either the text or the figures must be corrected.

5. A topographical map should have been provided so that the barriers could be properly assessed. To study the noise reduction potential of a barrier, one needs to know the relative positions and elevations of the highway, the barrier and the receptors. The map would have provided most of this information.

6. Finally, the D.E.I.S. should have stated why the noise analysis for the area between I-5 and Barbur Boulevard next to the truck climbing lane was not included.

Critique of the Project Design

The following is a critique of the project design presented in the Draft Environmental Impact Statement (D.E.I.S.).

Alternative 2 is a six-lane freeway with an improved Haines Road interchange. Alternative 3 is a six-lane freeway without a Haines interchange (i.e., closing the existing Haines interchange). Alternative 1 is a no-build option. The only major design differences between alternatives 2 and 3 is in the area south of Haines Road.

Table X-1, in the Technical Report, lists the number of houses affected by levels of L_{10} greater than 70 dBA. The table indicates little difference between the noise impacts associated with alternative 2 and 3. Only by closely evaluating the designs of the alternatives can one understand why there is little difference.

Alternative 2 will remove a row of houses along S.W. 65 Avenue east of the freeway to make room for a frontage road between Haines Road and the improved Haines interchange at Douglas Drive. Alternative 3 will leave the houses, close the existing interchange, and build a barrier to protect the houses on 65th Avenue. Alternative 2 does not call for a barrier here between Haines Road and Douglas Drive. When one counts up the number of homes affected by L_{10}

greater than 70 dBA, you find that the alternatives come out about equal (Table X-1). If the houses were not removed for the frontage road, alternative 2 would expose about 10 more houses to L_{10} levels greater than 70 dBA than alternative 3. By removing the row of houses in alternative 2 and constructing a barrier in alternative 3, one makes the counts come out even. Each alternative thus uses a different mechanism to arrive at approximately the same count of homes impacted.

Beyond this, alternative 2 will have two effects on the homes on 64th Avenue located between Haines Road and Douglas Drive:

1. By removing the row of houses on 65th, alternative 2 will eliminate a noise barrier providing protection for the houses on 64th one-half block east. This one row of homes provides about 4.5 dBA of noise protection to the 64th Avenue houses.

2. The frontage road to be constructed for the Haines Interchange will serve as an additional, closer noise source. This road would add perhaps another 4.5 dBA of noise.

The result to the homes on 64th will be an increase in noise level of about 9 dBA (4.5 dBA for the removed homes plus 4.5 dBA for the frontage road).

As stated before, alternative 2 does not call for a barrier between Haines Road and Douglas Drive. The D.E.I.S. does not state why the barrier was omitted. To protect the homes on 64th Avenue between Haines Road and Douglas Drive, the Department recommends a barrier be built. We hope there will be discussion of this problem in the final E.I.S.

The area just north of Haines Road and east of the freeway contains several homes that exceed L_{10} equal to 70 dBA level. They will be only partially protected by barrier C. The Department recommends that Barrier C be extended, or that other barriers be built here. The D.E.I.S., in addition, did not adequately assess the noise impact to these homes. The Final E.I.S. should do so.

Several dwellings directly east of the Barbur Boulevard/I-5 interchange have noise levels of L_{10} greater than 70 dBA. The Final E.I.S. should discuss the solution to this problem, since the D.E.I.S. did not address these dwellings either.

The area north-west of the I-5/Barbur Boulevard interchange may not be fully protected by Barrier G. Barrier G should therefore be extended north-east along I-5 to where I-5 becomes depressed by a cut in the terrain.

Barrier K, which will be located at the north end of the I-5 project and west of the highway, could not be properly evaluated, because it was omitted from the D.E.I.S. Barrier K hopefully will be thorougly discussed in the Final E.I.S. so that the Department may make a noise assessment.

The D.E.I.S. recommends for most barriers a minimum height of 8 feet. This may not be high enough to protect receptors from heavy truck noise. The barrier heights should therefore be studied further.

Finally, the Draft Environmental Impact Statement has delayed until the final E.I.S. the discussion of the noise impact to the houses between I-5 and Barbur Boulevard next to the truck climbing lane. The DEQ has conducted several sound surveys in that area and has found that these houses are "very severly impacted" by noise, even by F.W.H.A. standards. The Highway Division has received comments in the past from the DEQ regarding this problem. They should be well acquainted with our views. The residents here are now experiencing noise levels in excess of levels associated with health problems. The Department expects that this noise problem will be properly and thoroughly addressed in the final E.I.S. and the noise at this location mitigated to the fullest extent.

A Summary of the Conclusions and Recommendations

The Department of Environmental Quality recommends:

1) That the deficiencies in the written material discussed in the first critique be remedied;

2) That a barrier be built between Haines Road and Douglas Drive east of the freeway to protect the homes along 64th Avenue;

3) That a barrier or series of barriers be built to protect the homes in the area north of Haines Road and east of I-5;

4) That the dwellings east of the Barbur Boulevard/I-5 interchange receive noise control treatment;

5) That Barrier G be extended northeast along I-5 up to the freeway cut;

6) That the Highway Division address in the Final E.I.S. the noise problem between I-5 and Barbur Boulevard next to the proposed truck climbing lane and the noise problem solved;

7) That the Highway Division adopt for the project a policy of meeting a more protective level than the L_{10} - 70 dBA noise level.

dro

-9615

ROBERT W. STRAUB
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
240 COTTAGE STREET S.E., SALEM, OREGON 97310

cc:
G. L. Green
E. S. Hunter
~~R. L. Schroeder~~
J. H. Versteeg
Gary Potter
D. S. Swan
B. L. Gifford
R. N. Bothman
J. D. McClure

March 1, 1977

L. W. Rulien
State Highway Division
207 State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Rulien:

Re: N. Tigard - S. Tigard Interchange PNRS #7612 4 900

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. State Historic Preservation Office (SHPO) and Department of Land Conservation and Development (LCDC) offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

Donald L. Jones
Administrator

DLJ:lm
enclosures

RECEIVED

BEN GIFFORD

PROJECT MANAGEMENT

MAR 3 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

AN EQUAL OPPORTUNITY EMPLOYER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7612 4 900 Return Date: JAN 28

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW DRAFT STATEMENT

☐ This project does not have significant environmental impact.

☒ The environmental impact is adequately described.

☐ We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

☐ No comment.

- - - - - - - - - -

REMARKS

THE NORTH TIGARD-SOUTH TIGARD INTERCHANGE, I-5 WILL COMPLY WITH PUBLIC LAW 89-665, EXECUTIVE ORDER 11593 AND N.E.P.A. ONCE THE SURVEY AND SALVAGE MENTIONED ON PAGE V-3 OF VOLUME 2 IS COMPLETED.

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By: Paul B Hartwig

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
JAN 5 1977
SALEM

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7612 4 900 Return Date: JAN 28

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(✓) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

Agency LCDC Jan 11 By John R [illegible]

PNRS # 7612 4 90

This project and its related land use implications must be coordinated and consistent with the local comprehensive plans and efforts to updated plans (i.e. some jurisdictions are currently evaluating their plans and assembling a schedule for reaching compliance with the state wide land use goals, other jurisdictions have adopted compliance schedules and work programs for reaching compliance with those state wide goals.) Consideration of the relationship between the state-wide goals #12 (Transportation) and #14 (Urbanization) and the program should receive special attention. In addition the applicant should make every effort to ensure that the program makes use of recognized citizen and agency involvement programs established by the local jurisdictions in accordance with the state-wide land use goals.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 24, 1977

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Informational Hearing
N. Tigard-S. Tigard Section
Pacific Highway, I-5

TO: MEMORANDUM TO THE FILES

NOTED
E. S. HUNTER

I attended the informational meeting on this section of I-5 conducted by Bob Bothman and Bob Ewen. After the preliminary remarks and the description of the project the meeting was opened to questions. The next hour and one-half was spent in the discussion of noise problems - past, present and future. The better than 100 people in attendance asked very pointed questions concerning noise levels and wanted very specific answers.

The design presented did show proposed sound wall location but the specific details of wall height, construction materials and actual expected sound mitigation was not clear. If we hope to get citizen approval for this project, all questions related to noise problems must be answered in detail.

What is the Division's stated policy on noise problems?
What do we propose to construct in the way of walls and berms?
What is the home owner's guaranty that the Division will carry out these proposed noise mitigating walls, berms, etc.?

Preliminary Design and the Environmental Section will prepare preliminary exhibit maps, cross sections and examples of sound wall construction for review by Metro and Region 1. These need to address the basic question of wall and berm construction to mitigate noise where it is reasonable to do so. In those areas where sound wall construction or berms are not economically feasible then a recommendation must be made whether or not to purchase or whether funds are available for airconditioning or other construction to mitigate sound as an alternate.

JHV:jh
cc: H. S. Coulter
E. S. Hunter
Bob Bothman
Ed Hardt
Gary Potter
Walt Hart
Bob Ewen

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO
FOR
Sign Act File

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 21, 1977

FILE: 626-1973
(270)

NOTED
E. S. HUNTER

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: N. Tigard/S. Tigard section of I-5, public meeting on January 20, 1977

TO: MEMO TO THE FILE

A full house attended the public meeting to acquaint the people in the area with the proposed improvement to I-5 between N. Tigard and S. Tigard interchanges. To my knowledge only one business was represented, Vic Alfonso Ford. All other attendees were home owners from the area. Some mention was made of the two churches; both of which will lose property.

The obvious major area of concern was the noise impacts at this time and projected on the completed project. Our general approach towards discussing noise was totally unsatisfactory; showing that in future sessions we need to go to the meeting with definite explanations of the existing and projected noise contours. We should be prepared to discuss specific conditions for various residences. We should go with the definite plans with typical cross sections of what the noise mitigation measures are going to be.

In this situation, existing noise levels along the freeway are excessive today, in the range of L_{10} dBA 72 to 77. The freeway is being widened and the neighborhood opened up, indicating a more serious impact from trucks climbing the I-5 hill. We need a specific explanation, discussion, and description of the mitigating measures for this project. Hal Versteeg will proceed to draft graphics to lay out the existing and projected noise contours so we can better discuss the subject at the informational session in advance of the hearing on February 10. He will also develop typical sections to show the type of sound walls, sound berms, or whatever type of attenuating device we propose for the project. It would be appropriate to allow comments to be received on the various types of attenuating devices such as berms and concrete or wood walls.

The other major concern was the circulation of traffic. The Southwood Park traffic is diverted off the existing access streets to new access streets, thereby impacting different people. Although this was not heavily discussed, it was brought out by several residents on the streets which are impacted. They felt, in general, that by receiving improvements to their streets they were satisfied.

A conflict is involved with Vic Alfonso Ford dealership, where their access is seriously affected. We need to review the access to this major commercial establishment to be sure we make a maximum effort to mitigate the removal of their access. This could be by reconstruction of new access streets or even a re-design of the eastside connection.

No local jurisdictions were involved in this meeting. They should be brought up to date in order to be prepared to approve the project. This involves three counties and the city of Tigard; each has jurisdictional boundaries within the project limits.

A major effort should be made at the next informal session, which is an open discussion type prior to the hearing, to present additional data on the issues in order for us to receive positive imput at the hearing, rather than negative questions. The interested parties letter could indicate the need to review our additional data.

ebg

cc: E. S. Hunter
J. H. Versteeg
G. A. Potter
E. L. Hardt
R. T. Ewen

RECEIVED
STATE HWY ENGR
JAN 24 '77
REFER TO
FOR
D/R

1-5

Salem, Oregon
January 12, 1977

Don Stoudenmeyer
Don N. Stoudenmeyer
Preliminary Design Supervisor

N. Tigard Interchange
Pacific Highway
Multnomah County

Bob Ewen
Regional Location Engineer

Early last year Mr. Klaboe requested that we look into the possibility of "downscoping" the proposed reconstruction of the N. Tigard Interchange.

In June, 1976, Mr. Hunter approved the present cut down version of the interchange for the following reasons:

Saves $5,000,000 in Interstate Funds;

Less traffic disruption during construction;

No disruption of traffic on Barbur Blvd.;

Present 55 mph speed limit;

Reduced environmental impacts;

Provides special truck lane; and,

Six lanes on mainline.

This present proposal does not preclude construction of the original elaborate design at some future date if desirable.

Since the 55 mph speed limit was instituted there has been a dramatic reduction in accidents through this interchange.

DNS:az
cc: R. N. Bothman
Walt Hart

1 Versteeg
Olson
[illegible]
Scott
Swenson
[illegible]

RECEIVED
JAN 13 1977
ROAD
DESIGN
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Requires Reply ☐
Requires Approval
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Other

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FHWA-OR-EIS-76-04-D

North Tigard Interchange-South Tigard Interchange
Pacific Highway-Interstate 5
Multnomah, Clackamas and Washington Counties, Oregon

ADMINISTRATIVE ACTION

DRAFT
ENVIRONEMNTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(c), and
23 U.S.C. 128(a)

11-5-76
Date

E S Hunter
Deputy State Highway Engineer

11-23-76
Date

f Division Administrator, FHWA

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Pacific Hwy. - Interstate 5
Multnomah, Clackamas and Washington Counties, Oregon

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SUMMARY
of
DRAFT ENVIRONMENTAL IMPACT STATEMENT

for

NORTH TIGARD INTERCHANGE - SOUTH TIGARD INTERCHANGE SECTION
Pacific Highway - Interstate 5
Multnomah, Clackamas and Washington Counties, Oregon

1. Federal Highway Administration
   Administrative Action Environmental Statement
   (X) Draft ( ) Final
   ( ) Section 4(f) Statement Attached

2. The following individuals may be contacted for further information concerning the subject proposal and the contents of this environmental statement:

   Mr. Glen Green
   Division Administrator
   Federal Highway Administration
   Post Office Box 300
   Salem, Oregon 97308
   Phone: 378-3835

   Mr. Ed Hardt
   Regional Engineer
   Oregon State Highway
   P. O. Box 02157
   Portland, Oregon
   Phone: 653-3090

   Mr. Gary A. Potter
   Manager
   Environmental Section
   Oregon State Highway Division
   Salem, Oregon 97310
   Phone: 378-8486

   Mr. Larry Rulien
   Program Management Engineer
   Program Management Section
   Oregon State Highway Division
   Salem, Oregon 97310
   Phone: 378-6563

3. The purpose of the proposed action is to widen 1.44 miles of existing four lane freeway to six lanes, completing the six-lane freeway from Salem to Portland. Two safety features are proposed in addition: reconstruction of Haines Interchange and construction of an exclusive truck bypass lane. The bypass lane would join an existing shoulder which would be converted to an exclusive truck climbing lane.

4. Alternatives considered:

   a. Alternative 1--No Build or No Action

   b. Alternative 2--The Build Alternative with Haines Interchange

      This alternative provides for widening the existing four lane section to six twelve-foot lanes with a variable median and ten-foot shoulders. In addition, an exclusive truck bypass lane would allow slow moving vehicles northbound on I-5 to avoid the merge problem existing at the N. Tigard Interchange. The truck lane would join an existing shoulder between N. Tigard Interchange and Capitol Interchange which will be converted to use as a truck climbing lane.

   c. Alternative 3--The Build Alternative without Haines Interchange

      This alternative provides for the same features as does Alternative 2 with the exception that the Haines Interchange would be closed. The Haines Overcrossing would be retained and reconstructed.

5. Environmental Impacts

   Alternative 1--No Build or No Action

   a. One mile of four lane highway would be left in a 45 mile length of 6 lane highway.

   b. The safety hazard of this section would increase as traffic volumes increase.

   c. Growing capacity problems would lead to a minor decrease in regional productivity.

   d. Land use and transportation planning would not be supported.

   e. Commercial development would stagnate in the Tigard Triangle area.

   f. The transportation system would not support the population projected for the area.

g. Continuation of urban development would tax the existing highway drainage system.

h. Wildlife habitat would be displaced at a slower rate than with other alternatives.

Alternative 2

a. Provides adequate capacity through the year 2000 and reduces the existing safety hazard.

b. Requires 14 acres of new right of way, resulting in the displacement of 29 residences.

c. Encourages commercial development in the Tigard Triangle adjacent to I-5.

d. Some encouragement of residential development east of I-5.

e. Consistent with land use and transportation planning for the area.

f. Annual tax loss of $12,000 will result but the loss would be offset by increased value of commercial and other property.

g. Relative decline of property values on more heavily traveled residential streets such as Haines and Lesser.

h. Would encourage and support the projected population growth.

i. The area would temporarily be exposed to erosion resulting in turbidity in an unnamed tributary of Fanno Creek.

j. Replaces existing drainage facilities under the freeway with facilities adequate to handle projected runoff.

k. Wildlife habitat would be lost due to construction and due to residential development supported by the improved facility.

l. Residences would be effected by adverse noise impacts. Mitigative measures would be taken.

m. Project would improve productivity of the region and Tigard Industrial Area.

Alternative 3

a. Project would result in improved capacity and safety.

b. Existing travel patterns would be disrupted. Out-of-direction travel would be required due to closure of Haines Interchange. This may result in lengthy delays as motorists seek access at other intersections. There would be increased traffic on residential streets.

c. Requires 8 acres of new right of way resulting in the displacement of 16 households.

d. Does not support land use planning for the area.

e. There would be no street improvement in the Tigard Triangle, therefore commercial development would not be supported. Existing businesses may be forced to relocate because of loss of access.

f. Project would improve productivity of the region and Tigard Industrial Area.

g. There would be exposure to erosion during construction resulting in temporary turbidity of an unnamed tributary to Fanno Creek.

h. Replaces existing drainage facilties under the freeway with facilities adequate to handle projected runoff.

i. Wildlife habitat would be lost because of right of way requirements.

j. Residences would be affected by adverse noise impacts. Mitigation measures would be taken.

6. Agencies and organizations receiving copies of the draft statement:

Federal Agencies:

U.S. Environmental Protection Agency
U.S. Department of Housing and Urban Development

U.S. Department of Interior, Environmental Project Review
U.S. Department of Commerce

State and Local Agencies:

Executive Department, Intergovernmental Relations Division
Department of Environmental Quality
Department of Fish and Wildlife
Department of Land Conservation and Development
Oregon State Library
State of Oregon, Federal Aid Coordination Unit
Traffic Safety Commission
Governor's Committee for a Livable Oregon
Oregon Roadside Council
Housing Division
Public Utilities Commission

County:

- Columbia Region Association of Governments
- Tri-Met
- Multnomah County
  - Board of Commissioners
  - Public Works Department
  - Planning Commission
  - Planning Department
- Washington County
  - Board of Commissioners
  - Public Works Department
  - Planning Commission
  - Planning Department
- Clackamas County
  - Board of Commissioners
  - Public Works Department
  - Planning Commission
  - Planning Department

City:

City of Portland
City of Tigard
City of Lake Oswego

Other Agencies:

Portland Community College-Sylvania Center
Tigard School District #23 J
Neighborhood Planning Organization #4
Community Planning Organization #4
(Metzger, Tigard and Bull Mountain CPO)

Interested Private Groups

- Tigard Chamber of Commerce
- Lake Oswego Chamber of Commerce
- Southwood Park Baptist Church-67th Ave.
- Southwood Park Evangelical Free Church-60th Ave.
- Vic Alfonso Ford
- Lamb-Weston Company
- Farmers Insurance
- Allstate Insurance
- Plaza Southwest
- Mountain Park Development
- The Oregonian
- Oregon Journal
- Willamette Week
- Community Press Publications

This Draft Environmental Impact Statement was made available to the Council on Environmental Quality and the Public on JAN 3 1977. To insure their inclusion in the Final Environmental Impact Statement, comments should be received no later than forty-five days from the date above.

Foward

This document represents an effort by the Highway Division to produce a shorter more readable document for the public while presenting sufficient detail for the reviewer who is an expert in a relevant discipline. The document is divided into two volumes. The first includes the project description and justification and a summary of the research reports highlighting the principal impacts. The second volume contains the individual research reports in full.

The summary sections contain a brief description of the existing conditions and a discussion of probable impacts. Mitigation of adverse impacts is discussed within the impact section in an effort to give continuity to the text. As one basic responsibility of an environmental impact statement is to alert the public to probable unavoidable adverse impacts, these impacts are highlighted in a table at the end of each subject discussed.

Federal law requires an examination of a proposed project from the perspective of use of the resources now versus use of the resources at some future time. This discussion can be found in the Irreversible and Irretrievable Commitments of Resources section and the Relationship Between Short-Term Use and Long-Term Productivity.

Volume 2 is available from the Oregon Department of Transportation Environmental Section, Room 412, Transportation Building, Salem, OR 97310.

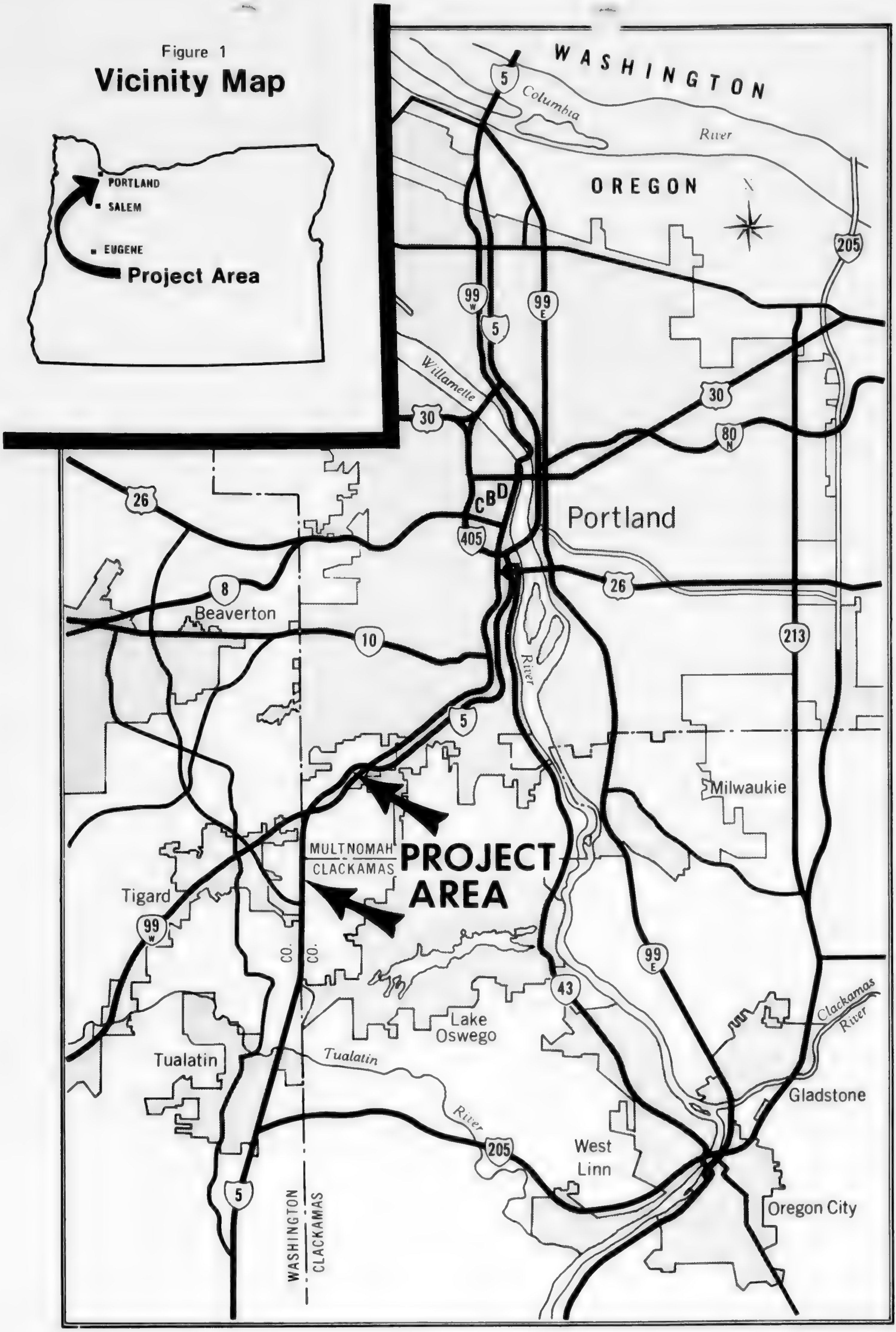

Figure 1

Vicinity Map

PORTLAND
SALEM
EUGENE
Project Area
WASHINGTON
Columbia
River
OREGON
N
5
205
99 W
99 E
Willamette
30
80 N
26
CBD
405
Portland
8
Beaverton
10
213
River
Milwaukie
MULTNOMAH
CLACKAMAS
PROJECT AREA
Tigard
CO.
CO.
Lake Oswego
43
Clackamas River
Tualatin
Tualatin
River
Gladstone
West Linn
Oregon City
WASHINGTON
CLACKAMAS

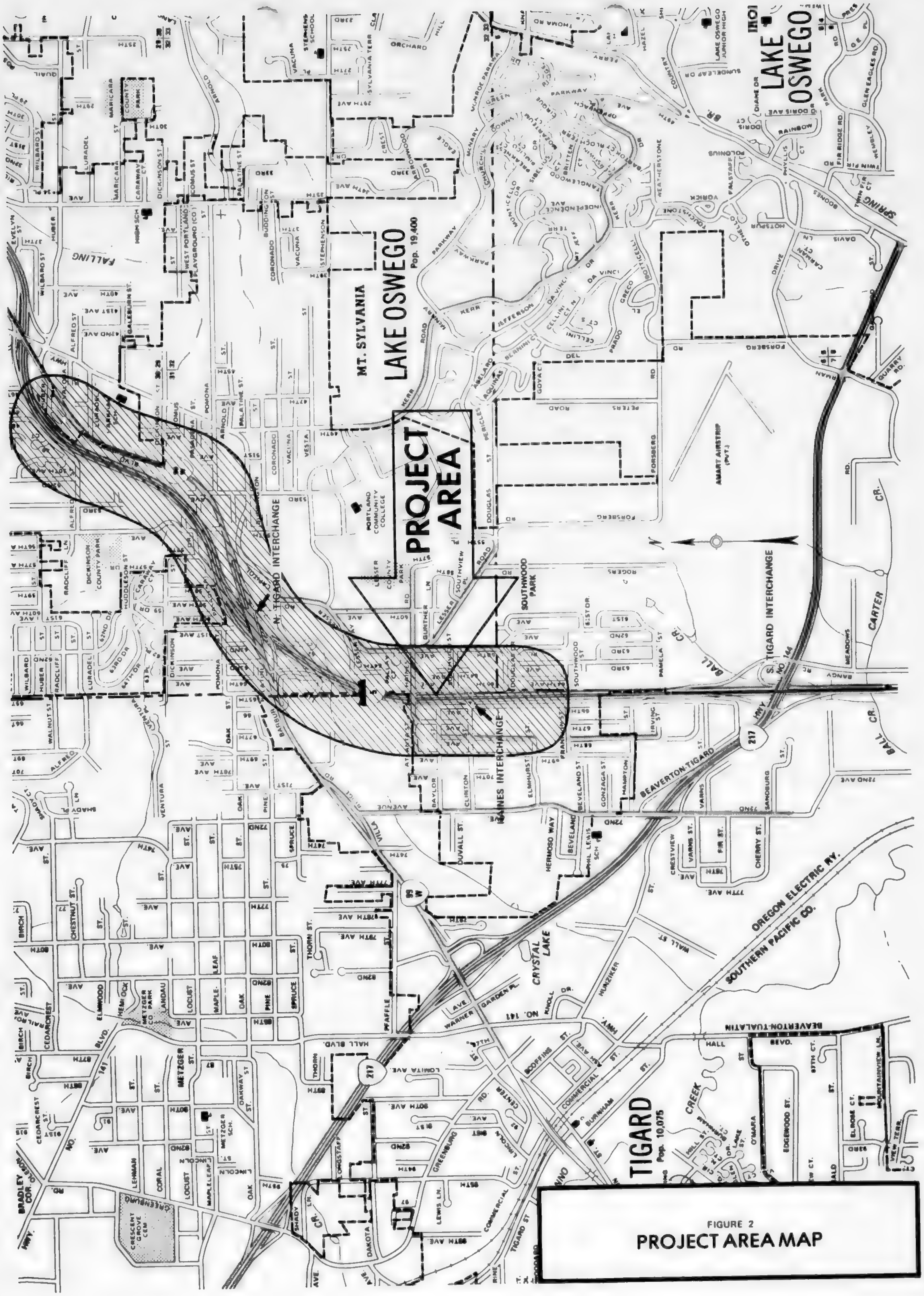
PROJECT AREA
MT. SYLVANIA
LAKE OSWEGO Pop. 19,400
LAKE OSWEGO
LAKE OSWEGO JUNIOR HIGH
TIGARD Pop. 10,075
N. TIGARD INTERCHANGE
HAINES INTERCHANGE
S. TIGARD INTERCHANGE
PORTLAND COMMUNITY COLLEGE
WEST PORTLAND PLAYGROUND (CO)
DICKINSON COUNTY PARK
SOUTHWOOD PARK
LESSER COUNTY PARK
METZGER CO. PARK
CRESCENT GROVE CEM.
AMART AIRSTRIP (PVT.)
CRYSTAL LAKE
OREGON ELECTRIC RY.
SOUTHERN PACIFIC CO.
BEAVERTON-TIGARD HWY NO. 144
BEAVERTON-TUALATIN
217
99W
N

FIGURE 2
PROJECT AREA MAP

PROJECT DESCRIPTION AND DEVELOPMENT

Introduction

The project is a proposal to widen a 1.44 mile segment of Interstate Highway 5 (M.P. 292.62 to 294.06) designated as the North Tigard-South Tigard Unit. The project includes proposed revisions to two interchanges and conversion of an existing shoulder to improve safety.

The project is located on Interstate 5 approximately six miles southwest of the central business district (CBD) of Portland, Oregon. See Figure 1. The Portland Metropolitan area, with a population of over one million, is the primary transportation center of the Columbia River Basin. Interstate 5 is the primary north-south route on the west coast of the United States.

Physically, the project is located on the edge of the Tualatin River Valley, a subbasin of the Willamette River. The freeway crosses the base of Mt. Sylvania producing a gradient exceeding 5 percent in some sections, which slows northbound truck traffic.

Three highways meet in the study area and cross in such a way as to form a triangular island of land referred to as the Tigard Triangle. The highways are I-5, Beaverton-Tigard Expressway (Hwy. 217), and Southwest Pacific Highway (99W) also known as Barbur Boulevard. Access to the Triangle is by Haines Interchange on I-5; 72nd Avenue which has a half-diamond interchange on Hwy. 217; and Villa Ridge Road which is a short frontage road having two intersections with Barbur Boulevard. See Figure 2.

The project area is undergoing rapid land use change from rural use to suburban use. Within a mile of the project, land use ranges from farming to a multi-story office building. Prominent land use features in the project area include the Sylvania Center of Portland Community College, east of the project; Mountain Park, a planned unit development east of I-5; the industrial area adjacent to I-5 on 72nd Avenue south of the Tigard Triangle; Washington Square, a large regional shopping center west of the Triangle; the commercial strip development along Barbur Boulevard which is dominated by the Fred Meyer shopping center; office park development in Tigard Triangle; and Southwood Park and Southview Park, suburban residential developments on the east side of I-5. See Figure 3.

Purpose

The primary objective of the proposed project is to complete the six-laning of I-5 from Salem to Portland to accommodate growing traffic volumes. The subject unit is the last remaining unit; all other units have been completed or are under construction. The secondary objectives of the project include minor modification to the North Tigard Interchange to improve safety; reducing traffic conflicts by creating an exclusive truck bypass lane; and reconstruction or elimination of Haines Interchange to improve safety. Additional construction will be required to achieve the primary and secondary objectives: Haines Overcrossing would be reconstructed to accommodate widening and several ramps and local streets would be altered to accommodate realignment or improve the traffic function of the interchanges and various intersections.

Existing Facility. The typical section of the existing I-5 roadway is four twelve-foot travel lanes, ten-foot outside shoulders, and a six-foot median containing shy distances of approximately two feet on either side and a concrete curb with guardrail. North of the North Tigard Interchange the two lanes of the Barbur to I-5 northbound ramp combine with the two northbound I-5 lanes to form

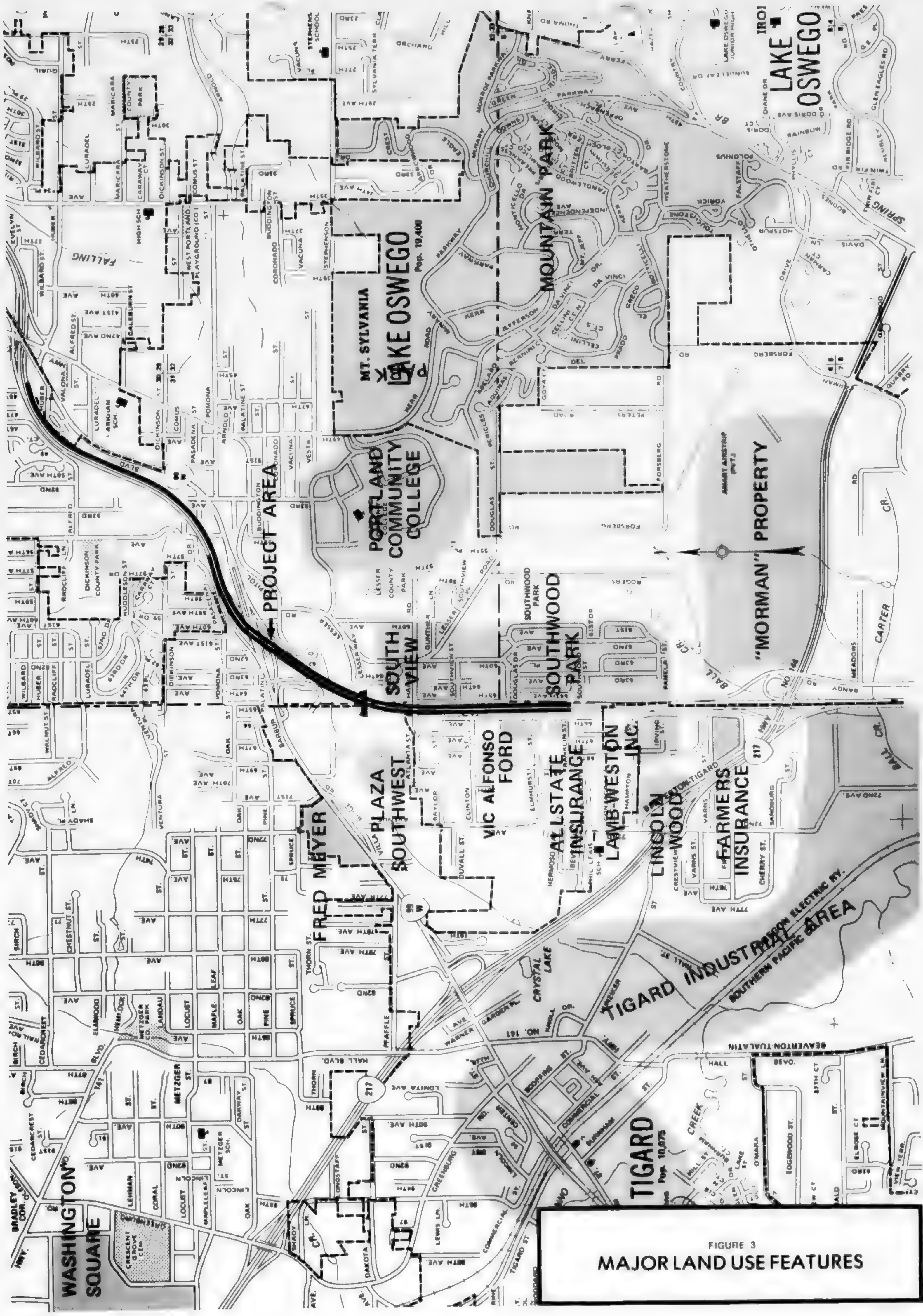
PROJECT AREA
PORTLAND COMMUNITY COLLEGE
MT. SYLVANIA
LAKE OSWEGO
Pop. 19,400
MOUNTAIN PARK
LAKE OSWEGO
SOUTH VIEW
SOUTHWOOD PARK
"MORMAN" PROPERTY
VIC ALFONSO FORD
ALLSTATE INSURANCE
LAMB-WESTON INC.
LINCOLN WOOD
FARMERS INSURANCE
PLAZA SOUTHWEST
FRED MEYER
TIGARD INDUSTRIAL AREA
CRYSTAL LAKE
OREGON ELECTRIC RY.
SOUTHERN PACIFIC
TIGARD
Pop. 10,075
WASHINGTON SQUARE
CRESCENT GROVE CEM.
BEAVERTON-TUALATIN
HALL BLVD.
FALLING
217

FIGURE 3
MAJOR LAND USE FEATURES

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

PROJECT DESCRIPTION AND DEVELOPMENT

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OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

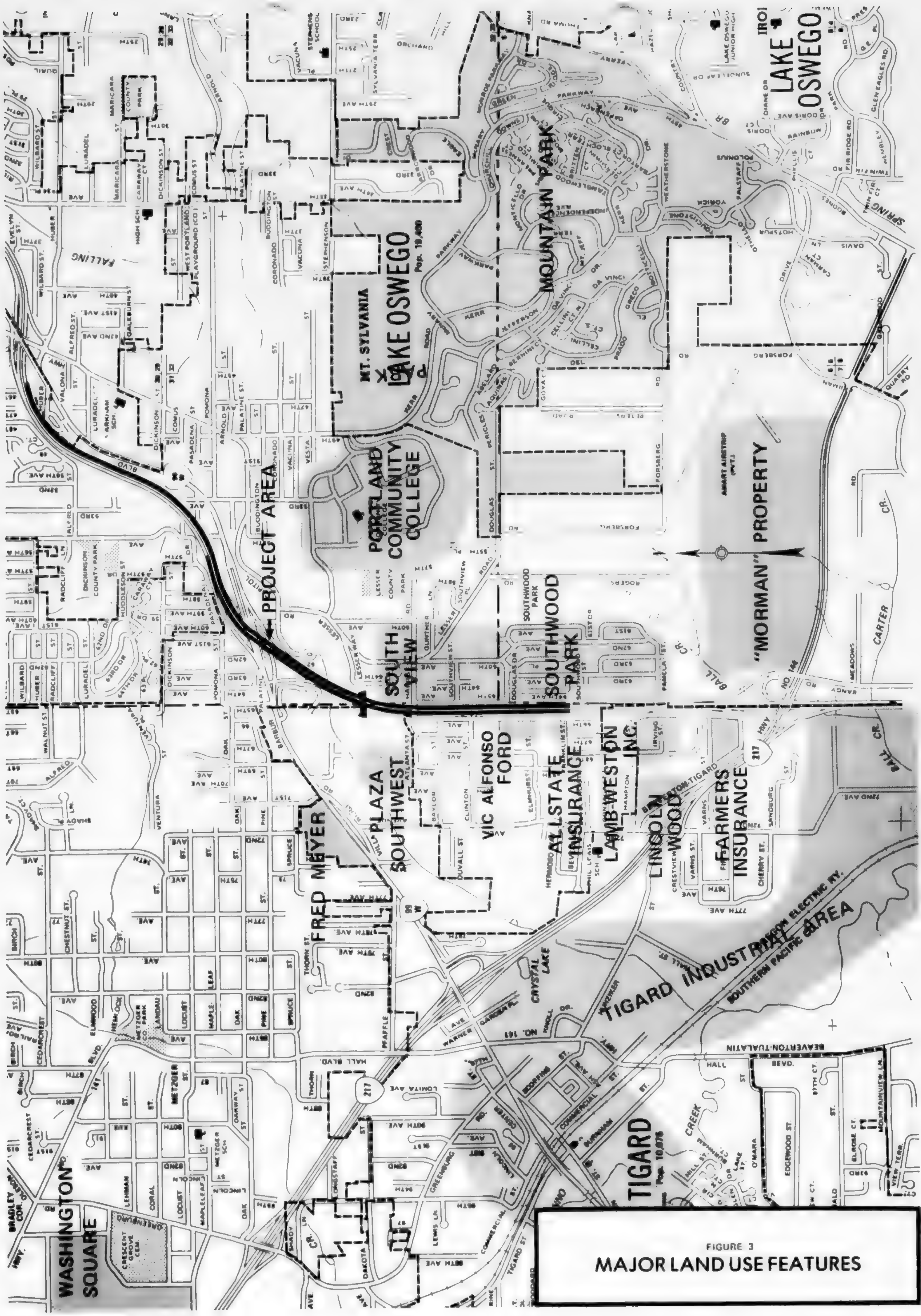
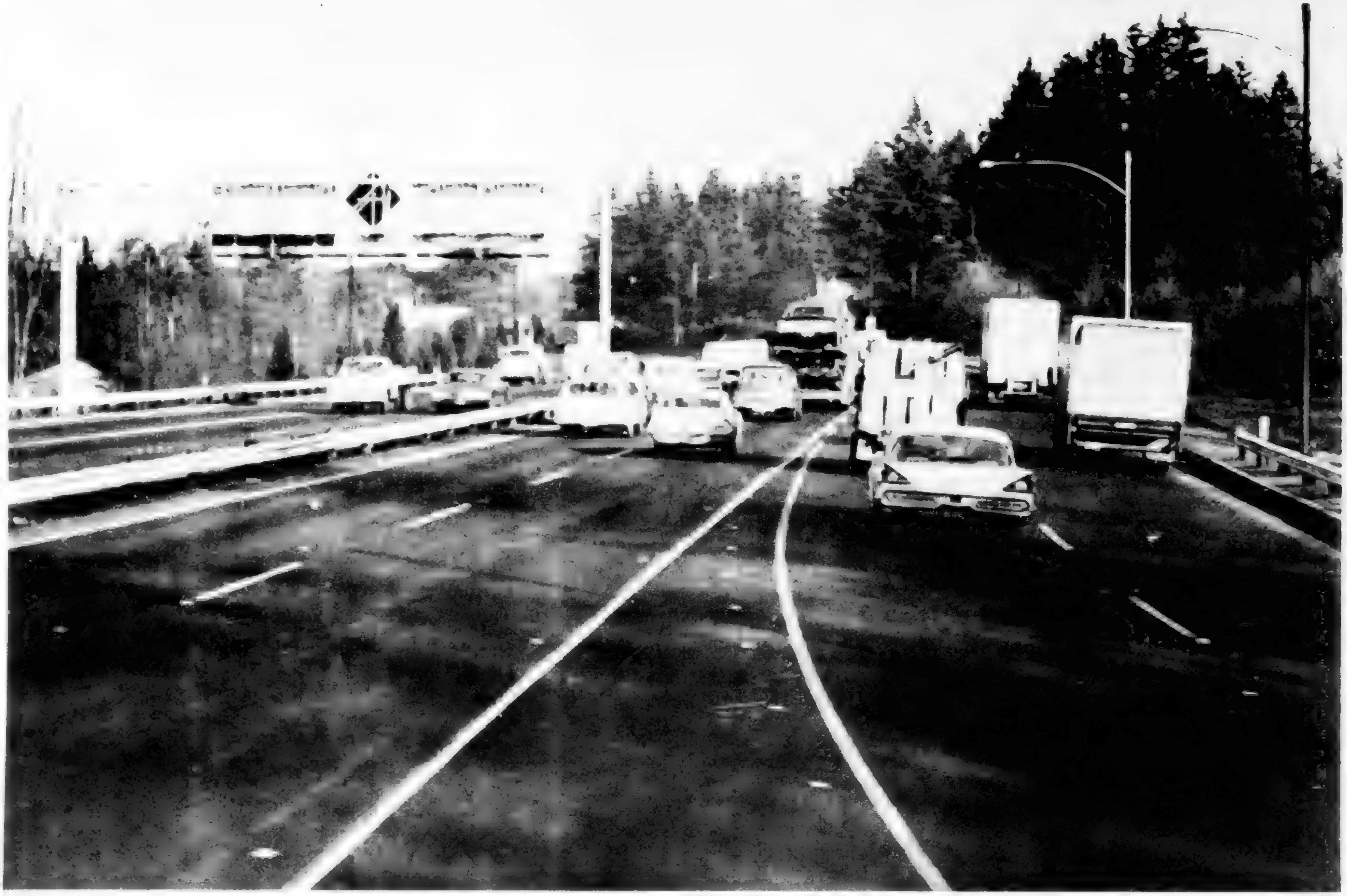
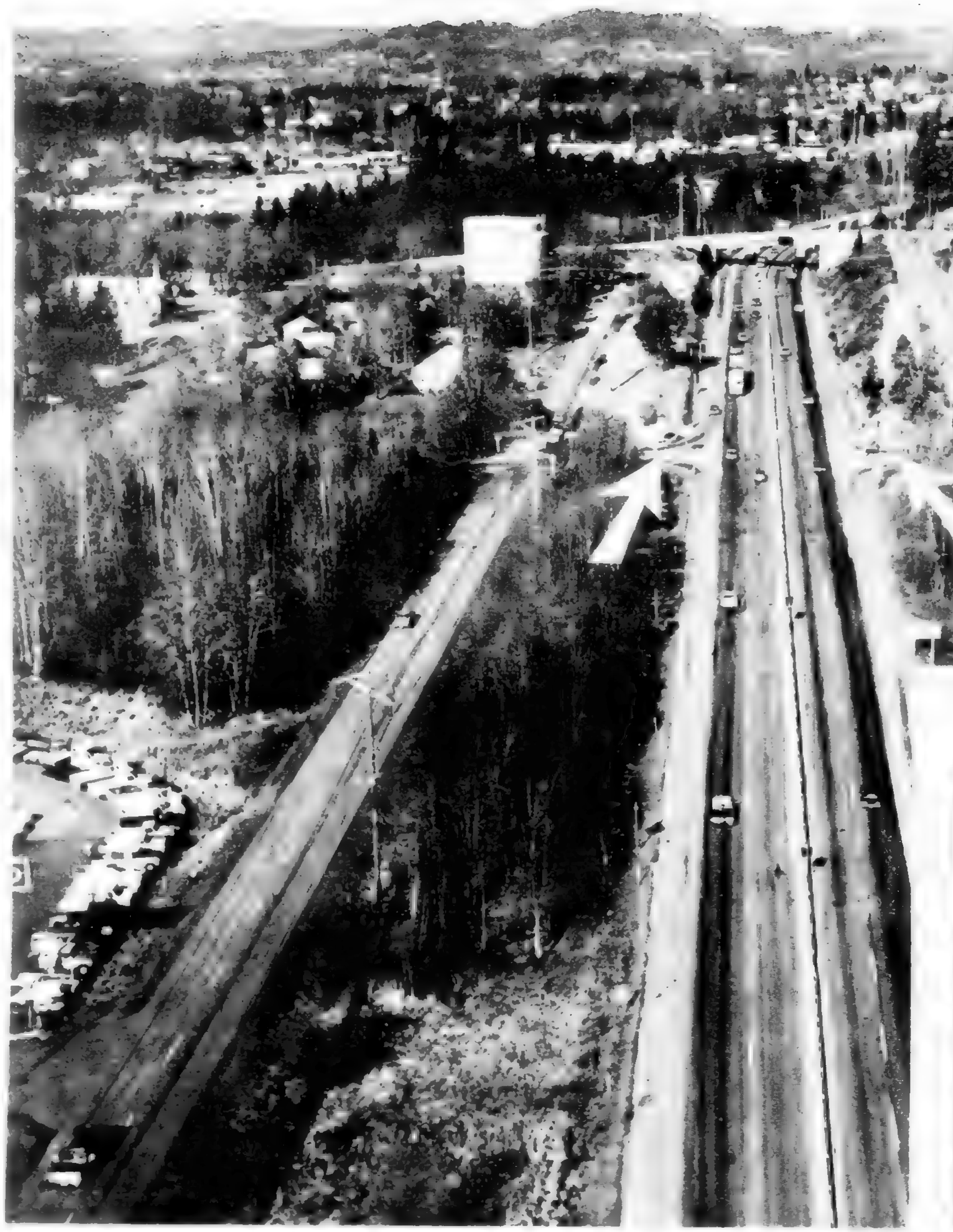

LAKE OSWEGO
MOUNTAIN PARK
MT. SYLVANIA
LAKE OSWEGO
PORTLAND COMMUNITY COLLEGE
PROJECT AREA
SOUTH VIEW
SOUTHWOOD PARK
"MORMAN" PROPERTY
PLAZA SOUTHWEST
VIC ALFONSO FORD
ALLSTATE INSURANCE
LAMB-WESTON INC.
LINCOLN WOOD
FARMERS INSURANCE
FRED MEYER
TIGARD INDUSTRIAL AREA
TIGARD
WASHINGTON SQUARE

FIGURE 3
MAJOR LAND USE FEATURES



The merger of the northbound Barbur Boulevard to I 5 ramp with northbound I 5 traffic creates a safety hazard when faster moving Barbur Blvd. traffic on the ramp merges with slower moving trucks in the right hand lane of I 5.



Southern half of the project area. Arrows indicate the existing exits of the Haines Interchange. The structure at the top of the picture is Haines Overcrossing.

East exit of Haines Interchange looking west three lanes in the northbound direction. This creates a traffic conflict as fast moving passenger vehicles traveling north from Barbur to I-5 in the left lane of the ramp attempt to merge with slow-moving truck traffic in the right lane of I-5. See Figure 4.

Haines Interchange as it exists is completely inadequate. See Figure 5. Both the north and southbound exits form right angles with I-5, requiring the driver leaving the freeway to slow to approximately 15 miles per hour in order to negotiate the exit. Traffic merging with northbound I-5 from the east entrance ramp is required to accelerate from a full stop to freeway traffic speeds (40-50 mph) within approximately 1,000 feet. No standard acceleration or deceleration lanes exist, although the shoulder has been striped for this purpose. The length of these shoulder areas is inadequate for safe vehicle operation.

Average daily traffic for the section is 41,300, 10-1/2 percent of which is truck traffic. Peak hour volume is 3,900. Average truck speed in the northbound lane is 40 mph at the Haines Interchange and 45 mph at the North Tigard Interchange, conflicting with the average passenger car speed of approximately 50 mph.

Project Description and Alternatives

Three alternative proposals are offered. All three alternatives involve the inclusion or exclusion of the same basic elements: the widening of I-5 to six lanes, the exclusive truck lane, reconstruction of Haines Interchange, and the modification of North Tigard Interchange.

Alternative 1 - The No-Build Alternative

The No-Build Alternative consists of leaving the roadway in the existing condition, leaving only one mile of four lane highway between Salem and Portland.

Alternative 2 - The Build Alternative with Haines Interchange

Alternative 2 includes the widening of I-5, construction of an exclusive truck lane, reconstruction of Haines Interchange and the modification of North Tigard Interchange. Estimated cost of the project is $8,800,000.

Widening. The proposed typical section on I-5 would consist of six twelve-foot lanes, a variable median with concrete barrier, and ten-foot shoulders (Figure 6). The existing pavement would be overlaid. In order to accommodate the roadway under the North Tigard structures, shoulders will be reduced to six feet on the outside lane and four feet on the inside lane. At the bridge columns, concrete median and shoulder barrier would be provided.

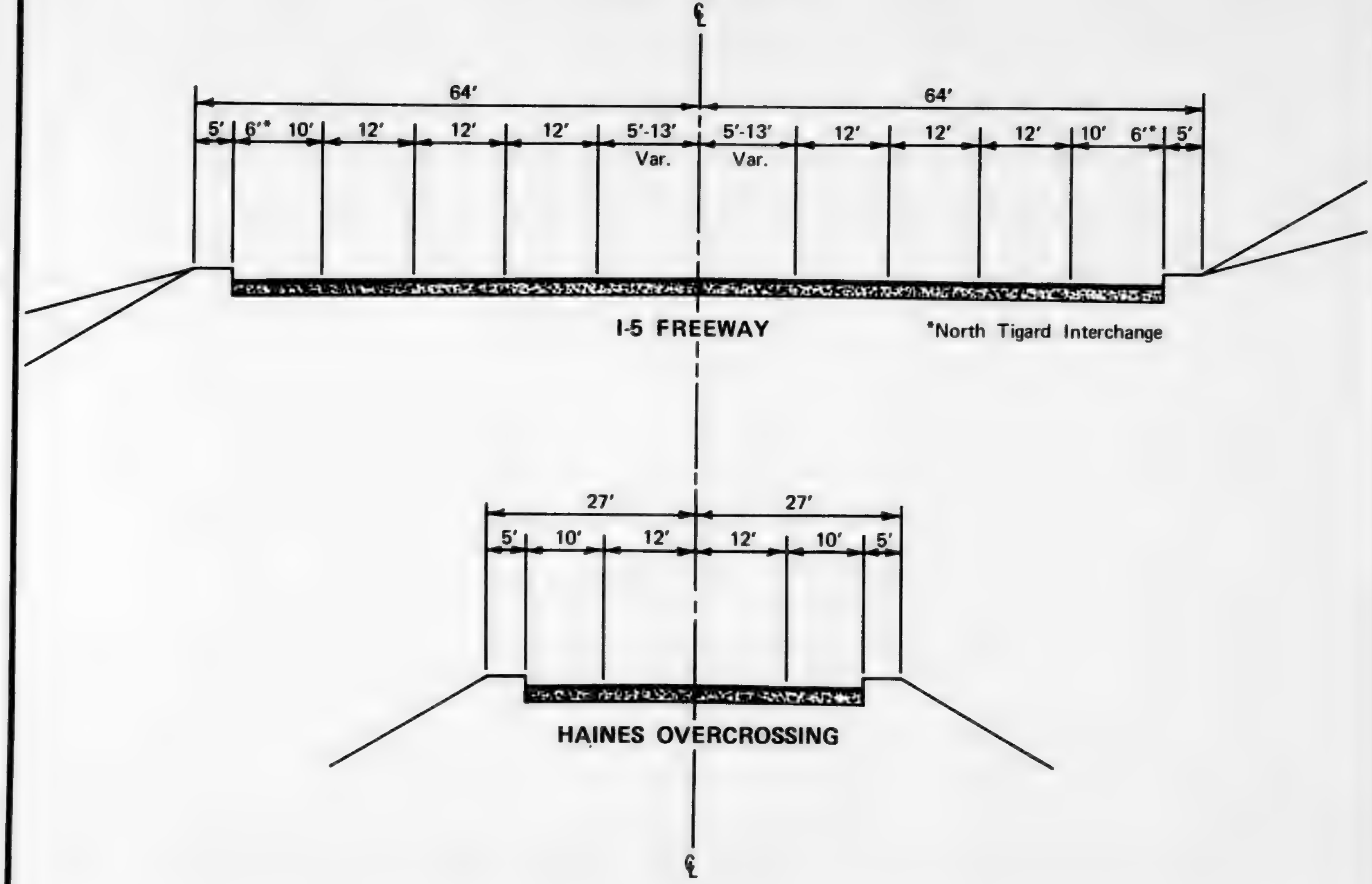
Truck Lane. An exclusive truck bypass lane would be constructed in the vicinity of the existing Northbound I-5 to Barbur Ramp. It would merge with the outside lane of the Barbur to I-5 northbound ramp, keeping truck traffic to the right of faster Barbur Boulevard traffic which is merging with I-5 traffic. The inside lane of the on-ramp will be continued for approximately 1,000 feet so that this merge can be accomplished safely.

The truck bypass lane would join an existing shoulder north of the North Tigard Interchange which would be converted to use as a truck climbing lane. This lane will extend to the crest of the hill, approximately two-thirds of a mile, where it will merge with the adjacent lane, reducing the roadway to three northbound lanes.

A new northbound I-5 to Barbur Boulevard ramp would be constructed south of the truck ramp. The new ramp would join Barbur Boulevard at the same point as the existing facility, near 60th Avenue. Southwest 62nd Avenue, which ends in a

Figure 6

TYPICAL SECTIONS


℄
64′
64′
5′
6″*
10′
12′
12′
12′
5′-13′
Var.
5′-13′
Var.
12′
12′
12′
10′
6″*
5′
I-5 FREEWAY
*North Tigard Interchange
27′
27′
5′
10′
12′
12′
10′
5′
HAINES OVERCROSSING
℄

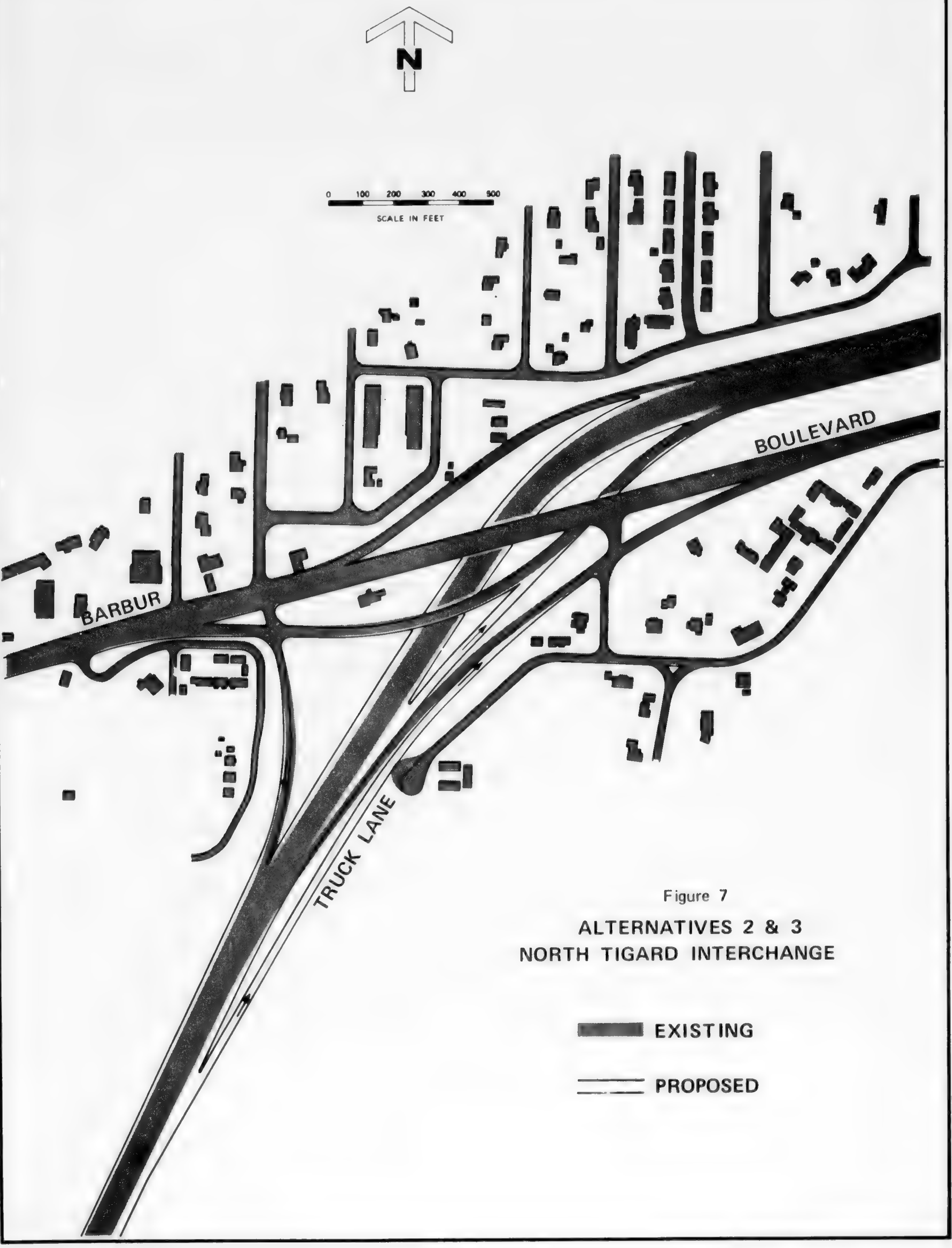
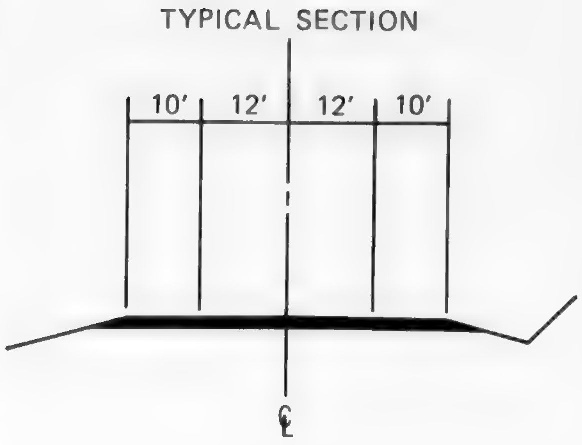

N
0 100 200 300 400 500
SCALE IN FEET
BARBUR
BOULEVARD
TRUCK LANE
EXISTING
PROPOSED

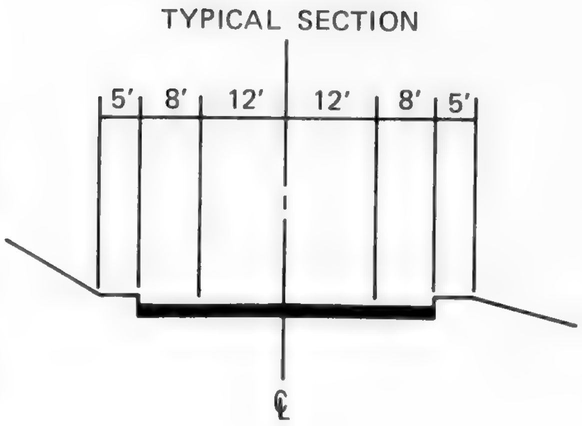
Figure 7

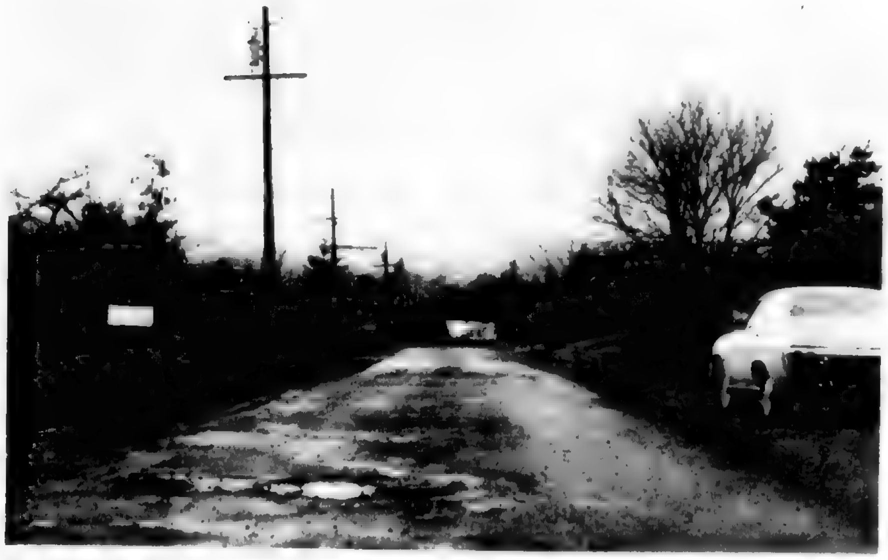
ALTERNATIVES 2 & 3
NORTH TIGARD INTERCHANGE

S.W. 68th Street Looking North


TYPICAL SECTION
10'
12'
12'
10'
℄

S.W. 62nd Street Looking North


TYPICAL SECTION
5'
8'
12'
12'
8'
5'
℄



Southview Street Looking West

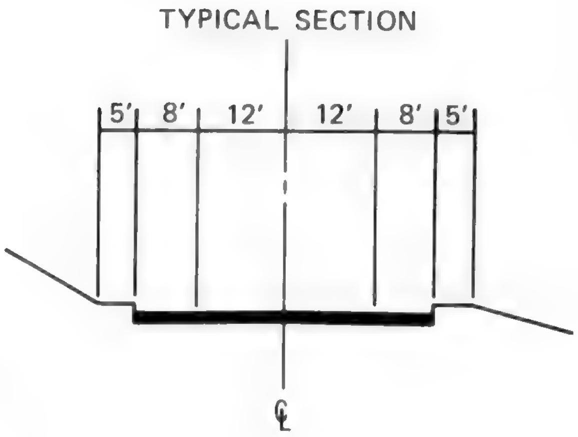

TYPICAL SECTION
5'
8'
12'
12'
8'
5'
℄

Figure 8

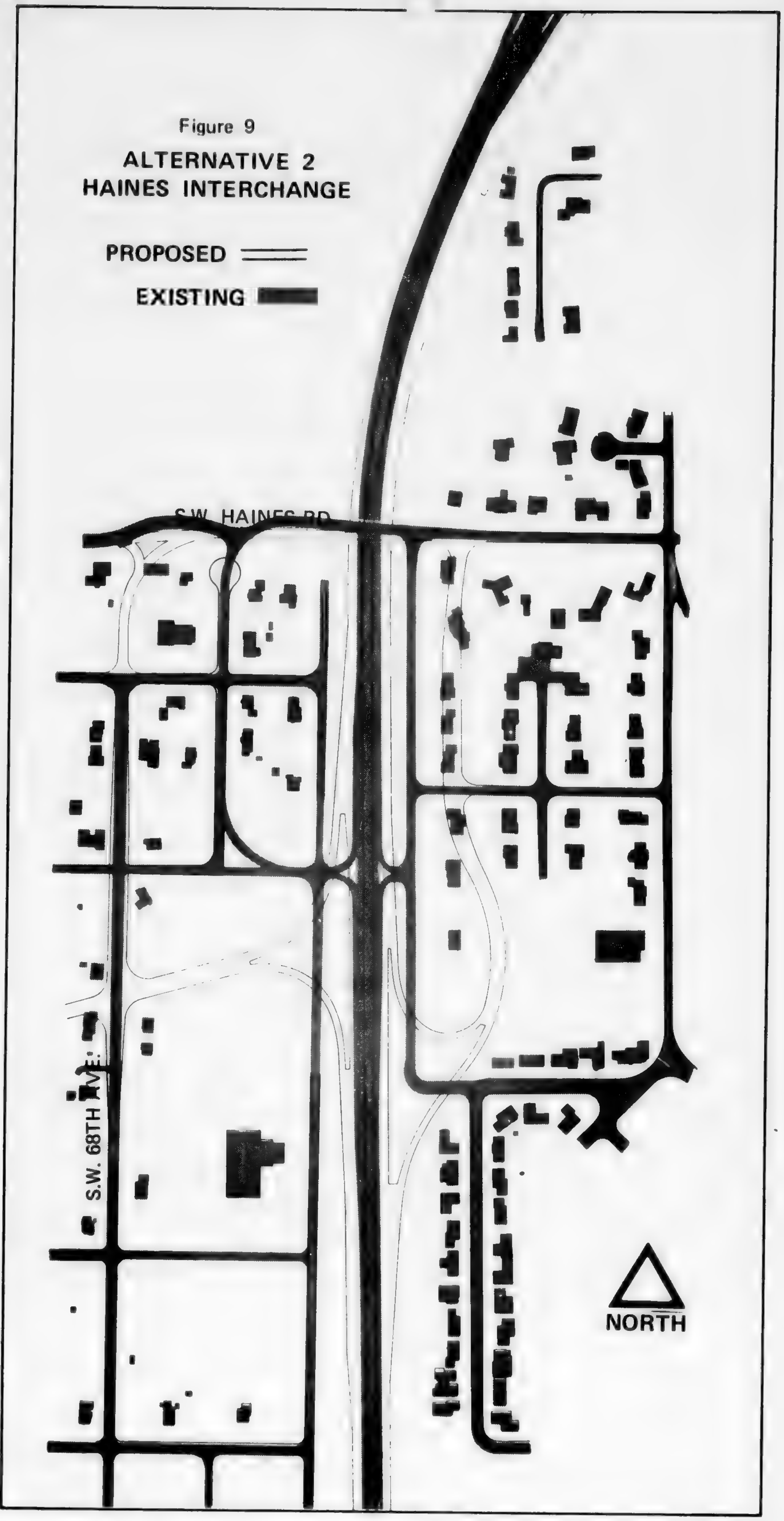


Figure 9

ALTERNATIVE 2
HAINES INTERCHANGE

PROPOSED ═
EXISTING ▬
S.W. HAINES RD
S.W. 68TH AVE.
NORTH

cul-de-sac just to the east of the existing ramp, would be moved to the east to accommodate the cut slopes of the modified ramps. See Figure 7.

Haines Interchange. Haines Interchange would be completely reconstructed to provide adequate acceleration and deceleration lanes. The west side of the interchange would enter on Dartmouth rather than Clinton Street, as does the existing facility. Sixty-Eighth Street would be widened and upgraded to connect to Haines Road to complete the interchange. See Figures 8 and 9.

The east side of the interchange would require new alignment of S.W. 65th Avenue. The new roadway would connect with Southview Street, the existing access road, and to Haines Road to complete the interchange. Extensive new right-of-way would be required for the interchange.

Haines Overcrossing. The widening and realignment of I-5 would require reconstruction of the Haines Overcrossing. The width of the roadway of the Haines Overcrossing would be expanded to approximately 48 feet to provide for the continuation of shoulders to be added to Haines Road. See Figure 6.

North Tigard Interchange. In the existing configuration the outside southbound third lane of the section north of the project area becomes an "Exit Only" lane for Barbur Boulevard. Motorists who are in the lane who wish to continue south must make a lane change and negotiate a 6° curve going downhill. Widening the roadway to three lanes under the structure will eliminate the need for a lane drop and lane change. The island that divides the off-ramp from the third lane will be moved slightly north so that the final decision point occurs before motorists enter the curve.

Modification of local streets. Access and circulation patterns would change particularly in the Haines Interchange area. Southwest 66th Avenue, the existing frontage road west of I-5, would be discontinued and obliterated between Clinton and Dartmouth Streets. Clinton would no longer connect to I-5. Southeast 57th Avenue which has access to Haines Road would be revised to end in a cul-de-sac.

On the east side of Haines Interchange, the interchange loops and frontage road would be on a new alignment. Access to Southwood Park residential area will be via Southview Street, S.W. 62nd Avenue, and Douglas Street. For some residents the route would be less direct than the existing system. Driveways would be provided for two dwellings whose access would be severed by reconstruction of Haines Overcrossing.

Alternative 3. The Build Alternative Without Haines Interchange. Alternative 3 would include all of the general elements discussed in Alternative 2 except reconstruction of Haines Interchange: widening, truck bypass lane, reconstruction of Haines Overcrossing, and minor modification of the North Tigard Interchange. Haines Interchange would be closed and traffic now using this interchange would be routed through North Tigard Interchange, South Tigard Interchange, or the Capitol Highway Interchange. The existing local streets on either side of Haines Interchange would be retained. Closure would require the approval of the County Commissions involved because of throughway agreements. Estimated cost of this alternative is $6,000,000.

Other Alternatives Which Were Considered.

In the process of planning several solutions are generated from which the final alternatives are selected. Early planning for this project considered realignment of I-5 in the area of the North Tigard Interchange changing the curvature of the roadway from 6° to 4°, thereby reducing the safety hazard of the southbound lanes. This would have required complete reconstruction of the overcrossing structures of this interchange, and would have cost an additional

$7,000,000. Further analysis demonstrated that much of the safety hazard would be removed by the presence of a third southbound lane under the structure, eliminating the need for a lane drop.

History

The Portland-Salem Highway was originally approved for construction in 1947 by the Federal Works Agency. In 1953 the State Legislature designated this highway as the Portland-Salem Expressway. Construction began during 1952 and 1953. In 1966, a review of traffic projections indicated that six lanes from Salem to Portland would be necessary to accommodate projected traffic. At this time the widening of I-5 to six lanes between Salem and Portland is complete or under construction except for the North Tigard-South Tigard Section.

The official review process for this project was initiated October 21, 1971 with a Notice of Intent called North Tigard-South Tigard which covered the Haines Interchange only. The Local Government Relations Division (now Intergovernmental Relations Division) expressed dissatisfaction with the interchange concept because of the patterns of land use development which it would encourage. Meanwhile, a Draft Environmental Impact Statement (DEIS) entitled "S.W. Capitol Highway-South Tigard Interchange Section", was submitted on December 17, 1971, for state agency review and comment. The response to the DEIS by the Local Government Relations Division and the Oregon Environmental Council indicated that treatment of alternatives and environmental impacts was inadequate.

During the response period to the DEIS, a second Notice of Intent dated January 14, 1972, and entitled S.W. Capitol Highway-North Tigard Interchange was circulated covering the remainder of the project area treated in the

DEIS. This notice raised further objections from Local Government Relations and the National Park Service.

Several meetings and exchanges of correspondence between the Highway Division, Local Government Relations Division, and Columbia Regional Association of Governments (CRAG) followed. On March 2, 1972, the CRAG board endorsed the project as compatible with regional plans but submitted reservations as to the adequacy of the DEIS. On June 2, 1972 the Executive Department ended the review process with the stipulation that alternatives without Haines Interchange be considered and that the environmental impacts, particularly of air quality and noise be more fully investigated. In May 1975, the Federal Highway Administration concurred with an assessment that proposed a full DEIS be written for the project and work began again.

Between 1972 and 1975, informal meetings have been held with businessmen and private residents who were concerned about the Haines Interchange and noise impacts of the widening project. Noise measurements of the project immediately south of the southern project limits were made to determine impacts on residents in the Southwood Park subdivision. An experimental wood sound barrier was installed as a result.

Following the release of this document, informal information meetings will be held to acquaint local interested parties with the project. These will be followed by a formal hearing where testimony will be taken. In addition, there will be a 10-day comment period following the hearing during which written comments may be submitted as part of the record.

ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION

Traffic

Introduction

The traffic projections for the project area assumed completion of five projects which are listed on the Interim Transportation Plan for the Portland-Vancouver Metropolitan Area (ITP): Kruse Way, Kerr Road Widening, 72nd Avenue Interchange, Jefferson Parkway and Haines Road Extension. In addition, 68th Avenue Extension, proposed on some Tigard Triangle development plans was assumed completed. See Figure 10. This assumption was made in order to determine the maximum traffic impacts resulting from the proposed project and, conversely, occurring to the proposed project from the ITP elements. An additional projection was made using Alternative 2 assuming that Jefferson Parkway and Haines Road Extension were not completed. This was done to separate the impact of the Haines Interchange from the impacts of these two projects. Use of the ITP elements in the traffic projections does not predetermine that these projects will be constructed in the future. See full Traffic Analysis (Volume 2 of EIS) for further explanation of methodology.

Existing Setting

Existing average daily traffic volumes on I-5 (assuming completion of ITP projects) are 40,600 from South Tigard Interchange to Haines Interchange, 41,300 from Haines Interchange to North Tigard Interchange and 57,000 north of North Tigard Interchange. See Table 1. Overall, traffic is operating under stable flow conditions with speeds of 50 mph to 55 mph. By 1978 most of the project area will be experiencing conditions approaching unstable flow with

TABLE 1

NORTH TIGARD-SOUTH TIGARD AVERAGE DAILY TRAFFIC

	1975 Volume	Approximate Year "D" Level Deteriorates to "E" Level	Capacity at "D" Service Level	2000 Demand	2000 LS[1]
ALTERNATIVE I: No Build (All ITP Facilities)					
I-5 Section:					
South Tigard-Haines Road	40,600	1984	47,600	60,700	F
Haines Road-North Tigard	41,300	1986	50,000	60,300	F
North Tigard-Capitol Highway	57,000	1991	73,100	84,000	E
Haines Overcrossing	7,200	1984	12,000	20,000	F
Barbur Blvd.(99W)-W. of N. Tigard O'xing	31,000	1974	28,800	43,900	F
ALTERNATIVE II: Build with Haines Interchange (All ITP Facilities)					
I-5 Section:					
South Tigard-Haines Road	40,600	N.A.[2]	74,000	60,700	C
Haines Road-North Tigard	41,300	N.A.	85,000	60,300	B
North Tigard-Capitol Highway	57,000	N.A.	85,000	84,000	D
Haines Overcrossing	7,200	N.A.	21,000	20,000	D
Barbur Blvd.(99W)-W. of N. Tigard O'xing	31,000	1974	28,800	43,900	F
Build with Haines Interchange ALTERNATIVE II (Haines Road Ext. or Jefferson Pkwy. not constructed other ITP Facilities included)					
I-5 Section:					
South Tigard-Haines Road	40,000	N.A.	74,000	62,200	C
Haines Road-North Tigard	41,300	N.A.	85,000	61,300	B
North Tigard-Capitol Highway	57,000	N.A.	85,000	83,300	D
Haines Overcrossing	2,500	N.A.	21,000	8,900	A
Barbur Blvd.(99W)-W. of N. Tigard O'xing	35,300	1974	28,800	47,600	F
ALTERNATIVE III: Build without Haines Interchange (All ITP Facilities)					
I-5 Section:					
South Tigard-Haines Road	41,000	N.A.	74,000	60,900	C
Haines Road-North Tigard	41,000	N.A.	85,000	60,900	B
North Tigard-Capitol Highway	57,000	N.A.	85,000	82,100	D
Haines Overcrossing	6,000	N.A.	21,000	16,600	C
Barbur Blvd.(99w)-W. of N. Tigard O'xing	31,000	1974	28,800	41,400	F

[1] LS = Level of Service--See Table III for explanation.

[2] N.A. = Not Applicable, capacity not reached within projection period.

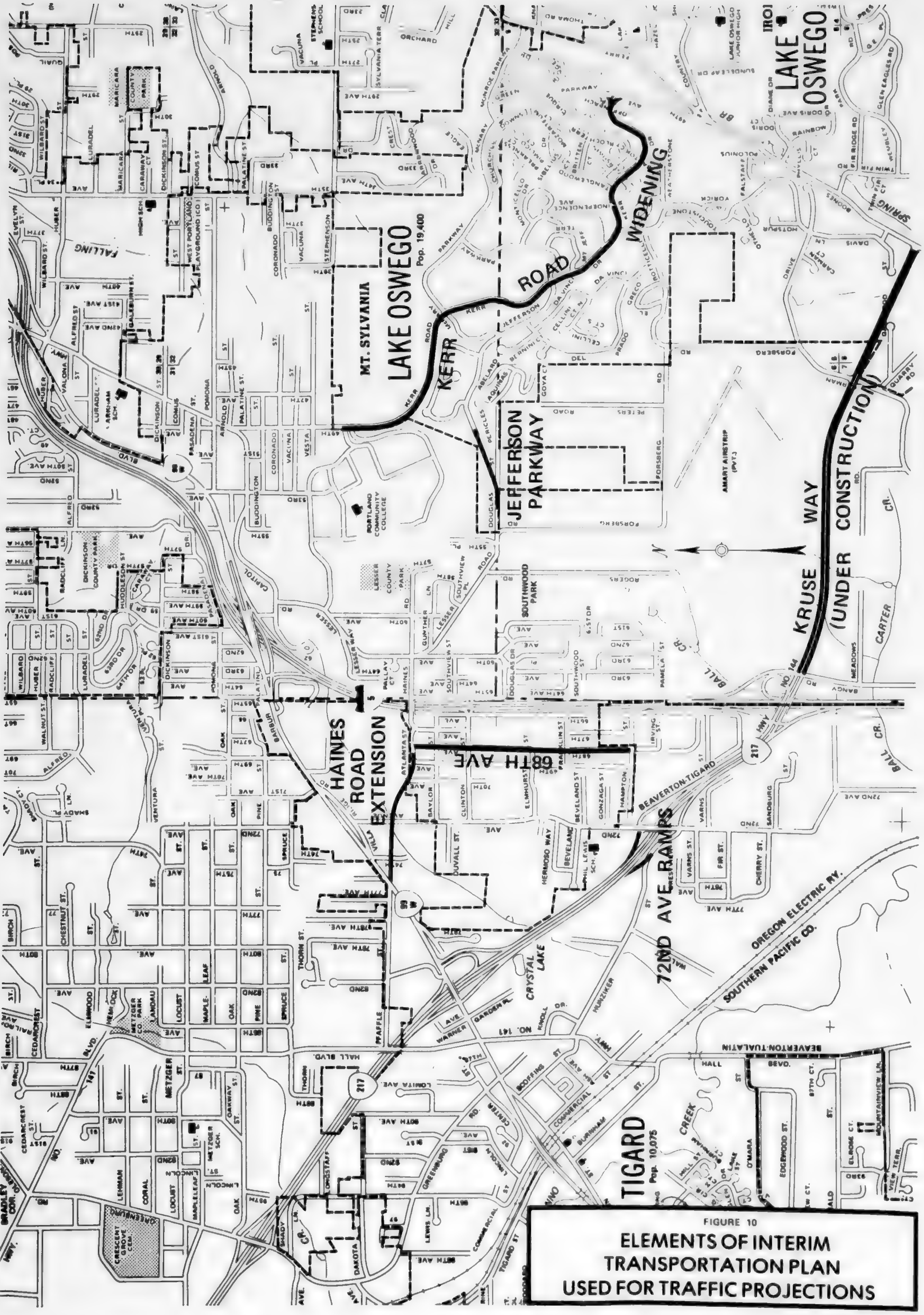

LAKE OSWEGO
MT. SYLVANIA
LAKE OSWEGO
Pop. 19,400
KERR ROAD WIDENING
JEFFERSON PARKWAY
KRUSE WAY
(UNDER CONSTRUCTION)
PORTLAND COMMUNITY COLLEGE
HAINES ROAD EXTENSION
68TH AVE
72ND AVE RAMPS
CRYSTAL LAKE
OREGON ELECTRIC RY.
SOUTHERN PACIFIC CO.
TIGARD
Pop. 10,075
CRESCENT GROVE CEM.

FIGURE 10

ELEMENTS OF INTERIM TRANSPORTATION PLAN USED FOR TRAFFIC PROJECTIONS speeds near 40 mph. Comfort and convenience will be low and freedom to maneuver will be restricted.

This condition now exists periodically in the northbound lanes. The grade in the northbound direction causes trucks to reduce speed to approximately 40 mph at the Haines Interchange. Passenger cars merge to the inside lane to avoid being restricted by the slower truck speeds. Traffic in the inside northbound lane is operating at a level approaching unstable flow while traffic in the southbound lanes have stable flow conditions.

Haines Overcrossing is adequate for existing traffic. Haines Interchange has extremely short acceleration and deceleration "lanes" leading to the possibility of traffic backing up into the travel lanes of I-5 increasing the probability of rear-end collisions. Barbur Boulevard (99W) is congested and is approaching an unstable flow condition west of the North Tigard Overcrossing. This capacity deficiency is noted on the Interim Transportation Plan, however, there are no proposals in the plan that would correct the deficiency.

Impacts

Alternative 1 (No-Build)-Selection of this alternative would result in gradually increasing congestion with conditions approaching unstable flow by 1978 and deteriorating to unstable flow by 1984. By the year 2000, forced flow conditions would exist with stop and go operation and speeds below 30 mph. Haines Overcrossing would become inadequate to handle Jefferson Parkway and Haines Road Extension Traffic by the year 2000. Barbur Boulevard, already operating at conditions approaching unstable flow, would deteriorate to forced flow before 2000.

Examination of this alternative for directional problems on I-5 reveals that northbound travel would be significantly affected by approximately 1985. The combination of uphill grades and slow truck traffic as well as weaving movements would produce an unfavorable situation, especially in the South Tigard-Haines Road segment. Another existing problem area which would be aggravated in the future is the merge of I-5 northbound truck traffic and the northbound on-ramp traffic from the North Tigard Interchange. The poor safety features of this movement lead to the slowing of traffic at the merge area. The resulting traffic backup would be a factor in future capacity problems on both I-5 and Barbur Blvd.

Alternative 2 (Build with Haines Interchange)-The selection of this alternative would result in adequate capacity on I-5 through the year 2000. Weaving length in all affected sections would be adequate. The exclusive truck bypass lane through the North Tigard Interchange would separate auto and truck movements, relieving capacity problems now resulting from slow moving trucks. In addition, the weaving pattern of trucks would be eliminated at the merge of the northbound I-5 lane and the northbound Barbur Boulevard to I-5 ramp. Both capacity and safety would be improved with the absence of weaving conflicts between trucks and autos.

The capacity levels for Haines Overcrossing assume a 48-foot wide roadway that could accommodate four lanes and would result in adequate capacity through the year 2000 although periods of unstable flow would occur. If Haines Road Extension and Jefferson Parkway were not constructed, the service level would remain at free flow.

Basic traffic patterns involving the use of Haines Interchange and North Tigard Interchange would remain the same. The reconstruction of Haines

Interchange; however, would result in changed traffic patterns in the neighborhoods adjacent to the project. The existing frontage roads which serve as an integral part of the existing interchange as well as provide access to the neighborhoods would be replaced. The eastside frontage road would be replaced by an interchange loop and access to Southwood Park would be via S.W. Southview and S.W. 62nd Avenue. On the west side, S.W. 68th Avenue would serve as the completed loop and as the primary access to properties now served by S.W. 66th Avenue. See Figure 9.

Alternative 3 (Build without Haines Interchange)-Selection of Alternative 3 would result in slightly greater capacity and safety improvements on Interstate 5 than would result from Alternative 2 because elimination of Haines Interchange decreases the necessity of weaving. Traffic would operate at stable flow conditions through 2000. However, the primary impact of this alternative is the decreased access to areas adjacent to the freeway and the resulting out-of-direction travel required of motorists traveling to and from these areas.

With the redistribution of existing traffic currently using the Haines Interchange, several out-of-direction movements occur. See Figures 11 and 12. Traffic generated in the residential area southeast of the interchange could use several smaller residential streets, the 60th Avenue entrance on to Barbur Boulevard, and Barbur Boulevard to travel north. To travel south they could use the Haines Overcrossing, 68th Avenue, 72nd Avenue, Beaverton-Tigard Expressway, and South Tigard Interchange.

Traffic destined for and originating from the area southeast of the North Tigard Interchange including traffic associated with Portland Community

College could enter by way of the North Tigard Interchange and 60th Avenue. Those desiring to travel south could use 60th Avenue, Barbur Boulevard, and the Barbur to I-5 southbound ramp.

Motorists traveling to or from the northern half of Tigard Triangle could enter from the north by way of 60th Avenue off of Barbur, Lesser Road and Haines Overcrossing, or by way of Barbur Boulevard and 72nd Avenue. From and to the south, they could use 72nd Avenue, Beaverton-Tigard Expressway, and South Tigard Interchange.

Motorists traveling to or from the southern half of the Tigard Triangle coming from the north on either I-5 or Barbur Boulevard could enter by 60th Avenue, Lesser Road, Haines Overcrossing, and 72nd Avenue; or go south on I-5 to the South Tigard Interchange, west on the Beaverton-Tigard Expressway to the 72nd Avenue Interchange. Travelers from the south would not be affected because the South Tigard Interchange, Beaverton-Tigard Expressway, 72nd Avenue route is the most direct route.

Although all areas would experience some out-of-direction travel, the residential area southeast of Haines Interchange and near the interchange in the triangle area would be the most inconvenienced by elimination of Haines Interchange.

The redistribution of traffic would result in increased traffic on residential streets such as Lesser Road and 72nd Avenue, however the impact is not severe. The greatest impact would be to 72nd Avenue which would experience an increase of 3700 vehicles daily by 1990--a 168% increase. All other streets would experience a 50% or less increase. Haines Overcrossing, 64th Avenue and 68th Avenue would experience a decrease in traffic.

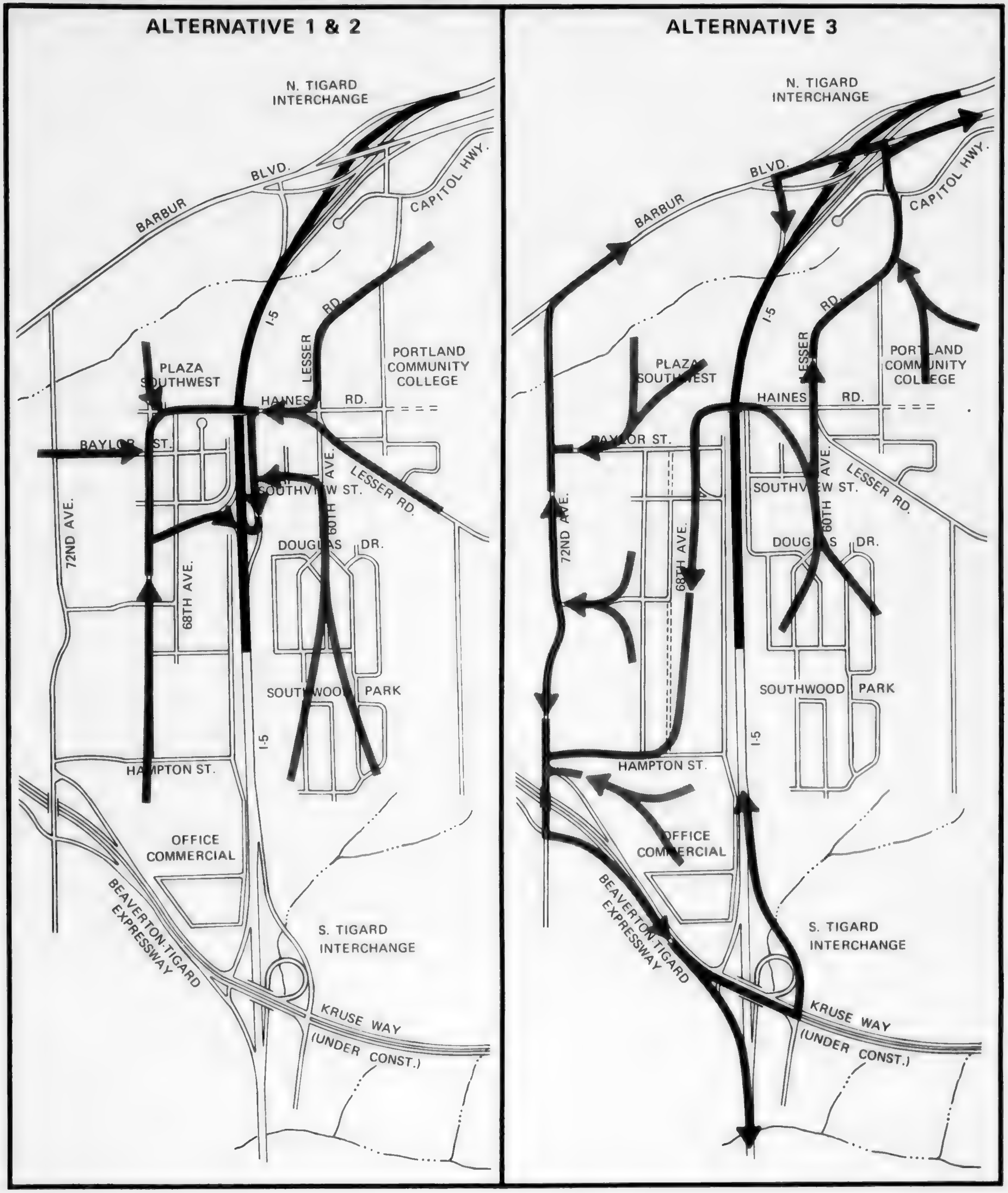
Figure 11

TRAFFIC ROUTING

WITH AND WITHOUT HAINES INTERCHANGE

DIRECTION OF TRAVEL: LEAVING

NOTE:
DRAWING REPRESENTS ALTERNATIVE 2, BUT TRAFFIC PATTERNS ARE BASICALLY THE SAME FOR ALTERNATE 1



ALTERNATIVE 1 & 2

N. TIGARD INTERCHANGE
BARBUR BLVD.
CAPITOL HWY.
I-5
LESSER RD.
PLAZA SOUTHWEST
PORTLAND COMMUNITY COLLEGE
HAINES RD.
BAYLOR ST.
SOUTHVIEW ST.
LESSER RD.
72ND AVE.
68TH AVE.
60TH AVE.
DOUGLAS DR.
SOUTHWOOD PARK
I-5
HAMPTON ST.
OFFICE COMMERCIAL
BEAVERTON-TIGARD EXPRESSWAY
S. TIGARD INTERCHANGE
KRUSE WAY
(UNDER CONST.)

ALTERNATIVE 3

N. TIGARD INTERCHANGE
BARBUR BLVD.
CAPITOL HWY.
I-5
LESSER RD.
PLAZA SOUTHWEST
PORTLAND COMMUNITY COLLEGE
HAINES RD.
BAYLOR ST.
SOUTHVIEW ST.
LESSER RD.
72ND AVE.
68TH AVE.
60TH AVE.
DOUGLAS DR.
SOUTHWOOD PARK
I-5
HAMPTON ST.
OFFICE COMMERCIAL
BEAVERTON-TIGARD EXPRESSWAY
S. TIGARD INTERCHANGE
KRUSE WAY
(UNDER CONST.)

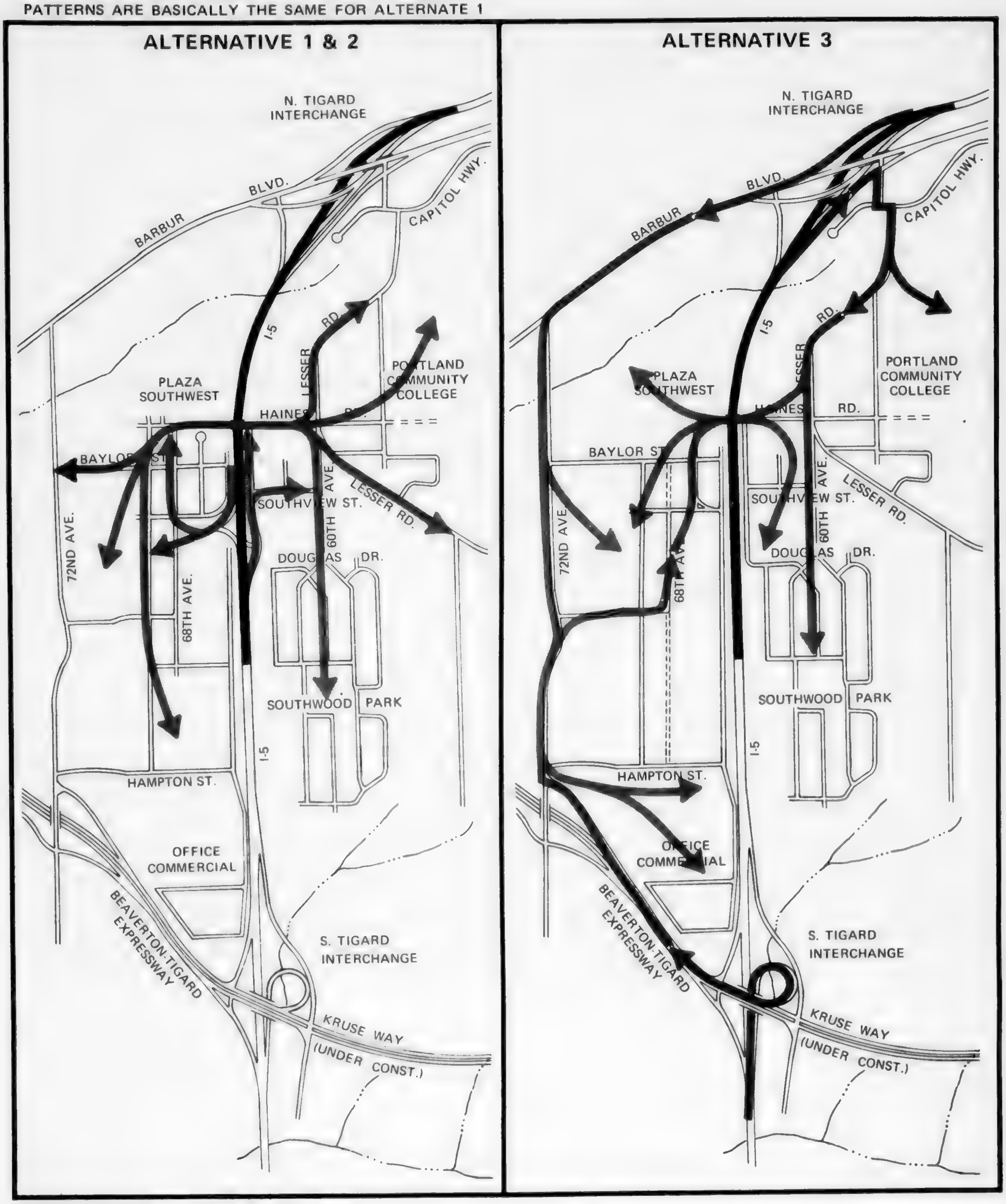
Figure 12

TRAFFIC ROUTING

WITH AND WITHOUT HAINES INTERCHANGE

DIRECTION OF TRAVEL: ARRIVING

NOTE:
DRAWING REPRESENTS ALTERNATIVE 2, BUT TRAFFIC PATTERNS ARE BASICALLY THE SAME FOR ALTERNATE 1



ALTERNATIVE 1 & 2

ALTERNATIVE 3

N. TIGARD INTERCHANGE
BARBUR BLVD.
CAPITOL HWY.
I-5
LESSER RD.
PLAZA SOUTHWEST
PORTLAND COMMUNITY COLLEGE
HAINES RD.
BAYLOR ST.
SOUTHVIEW ST.
LESSER RD.
60TH AVE.
72ND AVE.
68TH AVE.
DOUGLAS DR.
SOUTHWOOD PARK
HAMPTON ST.
OFFICE COMMERCIAL
BEAVERTON-TIGARD EXPRESSWAY
S. TIGARD INTERCHANGE
KRUSE WAY (UNDER CONST.)
N. TIGARD INTERCHANGE
BARBUR BLVD.
CAPITOL HWY.
I-5
LESSER RD.
PLAZA SOUTHWEST
PORTLAND COMMUNITY COLLEGE
HAINES RD.
BAYLOR ST.
SOUTHVIEW ST.
LESSER RD.
60TH AVE.
72ND AVE.
68TH AVE.
DOUGLAS DR.
SOUTHWOOD PARK
HAMPTON ST.
I-5
OFFICE COMMERCIAL
BEAVERTON-TIGARD EXPRESSWAY
S. TIGARD INTERCHANGE
KRUSE WAY (UNDER CONST.)

Rerouting Haines Interchange will not create extreme deficiencies on the alternate routes. Traffic that would be entering to or from Barbur Boulevard would probably experience delays as this arterial is already beginning to experience unstable traffic flow. However, the volume of traffic diverted by closure of Haines Interchange does not constitute a significant change in traffic volumes. It is possible that three intersections with Barbur Boulevard--Haines Extension, 72nd Avenue and 60th Avenue--would require signalization in the future to accommodate the diverted traffic and to avoid lengthy delays as autos attempt to enter and cross the four lanes of heavy traffic that exists on Barbur Boulevard.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Traffic	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Capacity of I-5	Capacity inadequate after 1984, deteriorating to forced flow by 2000.			Adequate through 2000.		Adequate through 2000.
Traffic conflicts	Conflicts remain at North Tigard Interchange and Haines Interchange.			Traffic conflicts reduced.	Conflicts on Barbur Blvd. at intersections used by diverted Haines Interchange traffic. M Signals can be installed.	Conflicts are eliminated at Haines allowing smoother operation.
Access to property adjacent to I-5		Remains the same.		Basic patterns the same. Some change in circulation. 68th Avenue becomes a through street.	Access by less direct routes causing out-of-direction travel.	

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Traffic (cont.)	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Haines Overcrossing	Not adequate to handle Jefferson Parkway--Haines Road Extension traffic.			Adequate through 2000.		Adequate through 2000.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Safety

Existing Setting

Between January 1, 1972 and October 31, 1975 there were 152 reported accidents on the section of Interstate 5 from M.P. 292.70 to M.P. 294.30. There were 57 injury accidents and two fatal accidents. The predominant type of collision, of which there were 56, was rear-end. The second most frequent type of collision was fixed object (collision with signs, guardrail, etc.), of which there were 48. Side-swipe collisions, of which there were 31, was the third most frequent type. The remaining 17 consisted of several different types of collisions.

During the period from January 1, 1970 through six months of 1975, this section of Interstate 5 had an accident rate of 1.69 accidents per million vehicle-miles. This is 41% higher than the statewide average for primary, urban freeways. It is likely that the reason for the above-average accident rate is the substandard design features on this freeway already described in the Existing Facility Section.

Impacts

Alternative 1 would allow increased volumes without corresponding increases in capacity over the next 20 years. This would tend to further increase the accident rate on this section relative to the statewide average.

A capacity analysis indicates that with Alternative 1 there will be insufficient capacity to allow acceptable operating conditions in the northbound lanes between the South Tigard Interchange and the North Tigard Interchange. This would be due primarily to the long upgrade and the high percentage of trucks. As demand increases approaching or exceeding capacity, speeds will decrease and congestion will increase, particularly during the peak hours. This would be reflected in increased numbers of rear-end collisions and side-swipe collisions.

There will also be a lack of capacity in the northbound lanes north of the North Tigard Interchange as the heavy northbound on-ramp traffic attempts to merge with slow-moving trucks. As volumes and congestion increase, this will tend to increase the already high numbers of rear-end and side-swipe collisions. As drivers make sudden lane changes to avoid slow-moving trucks or merging vehicles, this may result in forcing other vehicles into the median barrier increasing the number of fixed object collisions.

If Alternative 1 is selected, the present substandard ramps at the Haines Road Interchange will remain in place. Beacuse of the substandard design, it has been necessary to install stop signs on the entrance ramps. This is an undesirable situation because of the potential for rear-end collisions, and because drivers must enter the freeway at slow speeds. In addition, the sharp curve on the exits is a potential safety hazard. As volumes increase, drivers will have more difficulty entering the freeway safely, and the potential for vehicles failing to negotiate the sharp curve on the exit ramps will increase.

Alternative 1 would retain a northbound lane drop between the South Tigard Interchange and Haines Road, and a southbound lane drop north of the North Tigard Interchange due to the transition from a six-lane freeway to a four-lane freeway at each end of the section. Previous experience indicates that lane drops on high-volume freeways tend to produce poor operating conditions, with sudden maneuvers and resulting accident problems. This is reflected in side-swipe collisions and sometimes fixed object collisions in exit ramp gore areas, which would be expected to increase as traffic volumes increase.

Alternatives 2 and 3 would both increase safety on this freeway by improving several conditions. The difference between the two alternatives is the safety impact of excluding Haines Interchange.

There have been a large number of fixed object collisions on this section of Interstate 5 involving vehicles colliding with the guardrail in the median and on the right side of the roadway. Reconstruction of the freeway would mitigate this situation by increasing the number of lanes, thereby decreasing congestion and reducing the likelihood that vehicles will be forced into the guardrail by stopped vehicles or by vehicles suddenly changing lanes. In addition, the existing metal beam median barrier will be replaced with a concrete median barrier designed such that vehicles striking it at a small angle will be redirected allowing the driver to retain control and minimizing the chances for significant vehicle damage.

Alternatives 2 and 3 would eliminate the conflict between slow-moving truck traffic and the high volumes on the northbound entrance at North Tigard by providing a truck bypass lane through the interchange. The exclusive truck lane would leave the northbound freeway lanes in advance of Barbur Boulevard, and would remain a separate lane for approximately two-thirds of a mile beyond the North Tigard northbound entrance. This will allow the entrance ramp traffic to merge with freeway traffic without having to merge through the slow-moving trucks. This would be expected to reduce the present numbers of side-swipe and rear-end collisions in this area.

The preliminary plans for Alternative 2 include a northbound auxiliary lane between Haines Road and the North Tigard Interchange. This would increase safety for vehicles merging into freeway traffic from the Haines Road northbound entrance. It would also allow vehicles destined for the high-volume North Tigard exit to leave the through freeway lanes prior to decelerating for the exit.

The provision of six through lanes would eliminate a lane drop in each direction. This would reduce sudden maneuvers by drivers, and should decrease side-swipe and fixed object collisions.

Alternative 3 would close Haines Road Interchange rather than rebuild it. A traffic assignment analysis indicates that if the Haines Road Interchange is not built, traffic which would otherwise have used the Haines Road Interchange would be distributed fairly evenly over the road network in the vicinity. Consequently, the only large traffic volume changes that would result from the elimination of the interchange would be in the immediate area of the Haines Road Overcrossing. There are a sufficient number of alternate roads to freeway interchanges that it is not expected that there will be an increase in volumes at any one intersection sufficient to create a traffic hazard. Increases in volumes at intersections such as Barbur Boulevard at S.W. 60th, which could be a safety hazard if volumes increased on S.W. 60th, would tend to be self-limiting, because drivers would use alternate routes to reach their destinations that do not involve delays and hazards.

Because the elimination of the Haines Road Interchange does not appear to have a measurable effect on safety on the surface street system, the determining factor with regard to safety is the effect on freeway operations. The existence of an interchange with local streets in close proximity to a major interchange, in this case the North Tigard Interchange, increases the complexity of the required guide signing, which tends to result in confusion to motorists unfamiliar with the area. Confusion on a high-speed freeway can sometimes result in accidents. For this reason, the elimination of the Haines Road Interchange would probably provide a slightly higher level of safety on the freeway than reconstruction of the interchange.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Safety	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Accident Rate	Further increase in high accident rate.			Accident rate may be reduced. Will not increase at present rate.		Accident rate may be reduced. Will not increase at present rate.
Safety Features	Unsafe conditions are retained.			Unsafe conditions are reduced at Haines Interchange and N. Tigard Interchange.		Greatest reduction in unsafe conditions of the three alternatives due to the elimination of Haines Interchange.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Construction Activity

It is currently estimated that the project will take three construction seasons to complete. During construction, a combination of staged construction, use of existing lanes, and use of temporary lanes will keep I-5 open to through traffic and avoid the use of detours. Both the Haines and Barbur Boulevard Overcrossings will be passable during construction.

Air quality may be adversely affected during construction due to dust, exhausts from equipment, and increased exhausts due to low travel speeds of through traffic in the project area. However, the local topography affects the wind patterns in such a way that there will be no significant impacts outside the right of way.

The specific impacts of haul roads, borrow and stockpiling sites, and batch operations, are not determinable as project detail is not yet available. It is likely, however, that the material source will be a commercial source. (Several are outlined in the Geology Section of Volume 2.) A relatively small amount of material is required and the routes from the sources to the project area are heavily traveled. Therefore, no measurable adverse impact is anticipated along the haul routes.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Construction Activity	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Air Quality	None	None	Temporary degradation of air quality. M Sprinkling will be used to control dust.		Temporary degradation of air quality. M Sprinkling will be used to control dust.	
Traffic			Some traffic congestion on I-5.		Some traffic congestion on I-5.	

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Utilities and Services

Only minor impacts to the utilities in the project area are anticipated. The power substation located on the northwest side of the project will not be disturbed, however, the access will be slightly modified. A 30-inch drainage pipe north of the Haines Overcrossing will be functionally replaced by a 60-inch drainage pipe. The 30-inch pipe will be left in place and in the future may be used as a conduit for a sewer line proposed by Multnomah County Sewer District. Some relocation of utilities would be required, but no prolonged service disruption or increased costs are anticipated as a result of construction.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Utilities	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Drainage System	Drainage system is gradually becoming inadequate			Drainage system adequate to handle future runoff will be installed.		Drainage system adequate to handle future runoff will be installed.
Sewer Installation	Drain pipe could not be used as conduit for sewer line.			Existing drain pipe could serve as conduit for sewer line.		Existing drainpipe could serve as conduit for sewer line.
Utility Facilities		Does not require relocation.	Relocation of some utility poles will be required. No prolonged disruption of service.		Relocation of some utility poles will be required. No prolonged disruption of service.	

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Land Use and Planning

Existing Setting

The study area for the land use study was selected to include activity centers which would utilize or be most affected by the proposed project. The approximate boundaries chosen were Hall Boulevard to the west, Boones Ferry Road to the east, Barbur Boulevard at the North Tigard Interchange to the north, and the South Tigard Interchange to the south. See Figure 18 following page 40.

Planning Jurisdictions and Process

Within the study area fall a variety of governmental jurisdictions: the counties of Multnomah, Washington, and Clackamas: the cities of Tigard and Lake Oswego; and numerous taxing districts. See Figure 13. Regional planning is performed by the Columbia Region Association of Governments (CRAG) of which the cities and counties and some of the taxing districts are members.

Individually and cooperatively, these planning entities are required by law to develop comprehensive land use plans which conform to Land Conservation and Development Commission (LCDC) goals and which bring existing zoning into conformance with adopted plans. Development of these plans will involve citizen participation. A major source of citizen input comes from established neighborhood planning organizations (NPO) and community planning organizations (CPO).

Planning for the study area, particularly the area west of I-5 is in a state of flux. The Tigard Triangle is considered to be within the sphere of influence of the City of Tigard. Tigard has grown at an annual rate of 15% and therefore the city limits have been expanding into unincorporated areas of

Washington County. This has been accomplished to a large degree through the city's annexation policies which require recipients or prospective recipients of city services to allow themselves to be annexed by agreement.

Within Tigard Triangle, part of the land, primarily that in commercial use, is contained within the city limits of Tigard. See Figure 13. The remainder of the area, primarily in single family residential use, is in the jurisdiction of Washington County. The Washington County comprehensive framework plan, adopted in November 1973, shows urban density development for this area but does not detail specific use. The county is in the process of formulating its comprehensive plan. Community Planning Organization #4 known as Metzger, Tigard and Bull Mountain, recognized by Washington County as the CPO encompassing the Triangle, will be participating in the county's planning process.

The City of Tigard has also developed and adopted a generalized comprehensive plan for the Tigard area including the Triangle. In addition a Tigard Triangle Development Plan detailing proposed use was prepared in 1971, but has not been officially adopted. This plan proposes commercial development between I-5 and 68th Avenue and high and medium density residential development for the center of the Triangle. See Figure 14. Within the past 4 to 5 years, zone changes from residential to commercial have occurred in the unincorporated area of the Tigard Triangle. These changes reflect the thinking of the Tigard Triangle Development Plan (City of Tigard), but under the present comprehensive framework plan (Washington County), these developments are considered to be a nonconforming use and presently may not be expanded. Commercial encroachment has brought some complaints to Washington County planning officials from Triangle residents wanting to preserve the residential nature of the area.

Planning in the study area east of I-5 is the responsibility of Multnomah and Clackamas Counties and the City of Lake Oswego. Planning for this area is complicated by the fact that the city limits of Lake Oswego cross county boundaries, leading to some conflicts in land use and transportation goals.

Multnomah County adopted a land use plan in 1957 (revised in 1964) which consists only of a plan map. The County is in the process of revising the plan to conform to LCDC requirements. Land in the study area that falls within Multnomah County is fairly committed to existing land use, and therefore, will not be overly affected by a new comprehensive plan.

Large parcels of undeveloped land next to recently developed residential areas makes the part of the study area in Clackamas County a prime target for further development. Pressure by developers and efforts by existing residents to protect their interests have lead to continuing conflicts over the density to be allowed in future residential areas and the transportation routes which will service them.

Much of the undeveloped land area is within Clackamas County planning jurisdiction and is zoned low density residential. There are two notable exceptions: the undeveloped portions of Mountain Park, a planned unit development and a large 350 acre parcel once called Amart Farms which is owned by the Church of Jesus Christ of the Latter Day Saints (Mormon Church) and is now locally referred to as the "Mormon Property". This acreage lies adjacent to I-5 and just north of Kruse Way which is now under construction. Kruse Way provides access to this parcel. The "Mormon Property" was annexed by the City of Lake Oswego at the same time that it annexed the right of way to

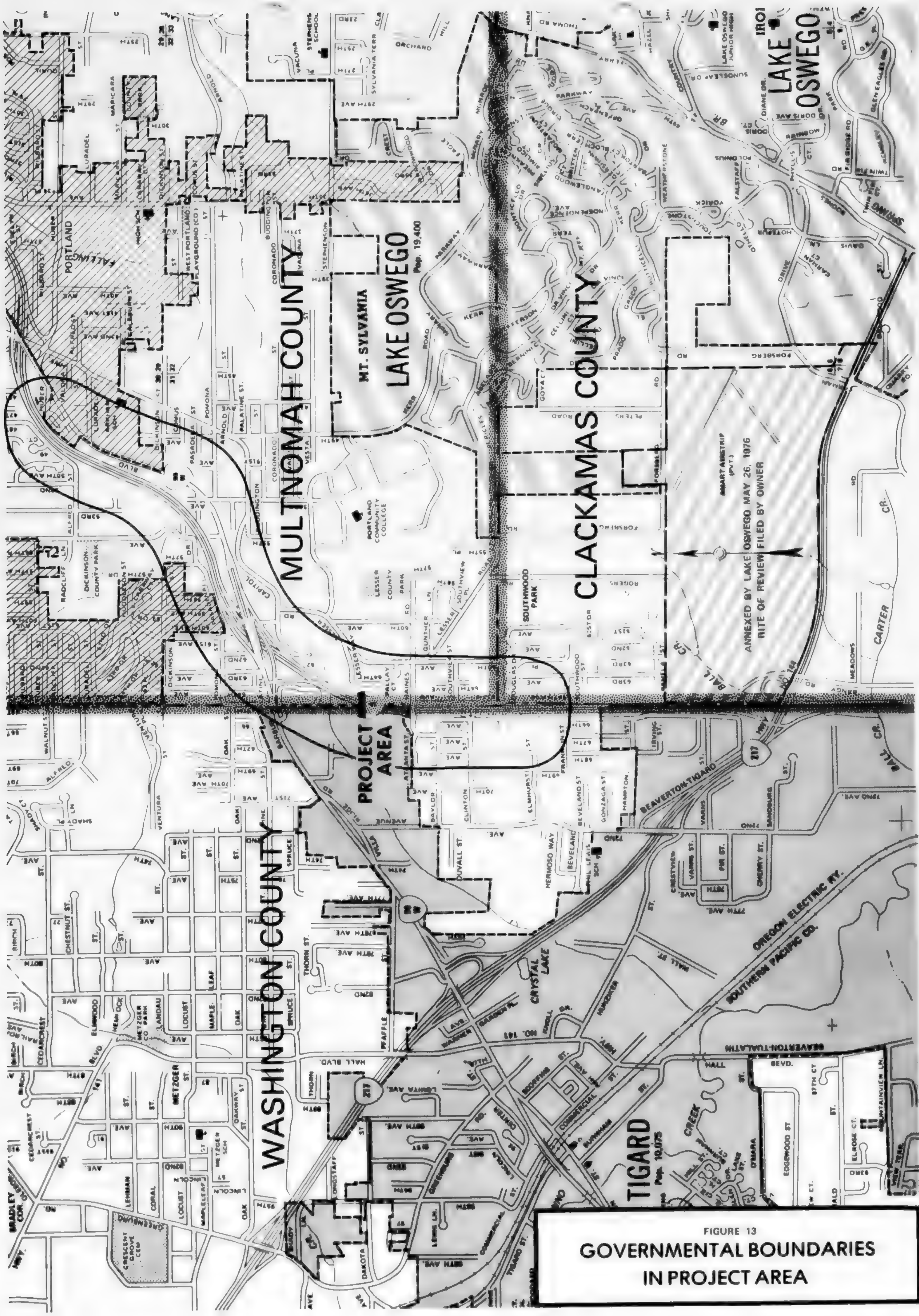

MULTNOMAH COUNTY
CLACKAMAS COUNTY
WASHINGTON COUNTY
MT. SYLVANIA
LAKE OSWEGO
Pop. 19,400
LAKE OSWEGO
PORTLAND
PROJECT AREA
TIGARD
Pop. 10,075
PORTLAND COMMUNITY COLLEGE
AMART AIRSTRIP (PVT)
ANNEXED BY LAKE OSWEGO MAY 26, 1976
RITE OF REVIEW FILED BY OWNER
CRYSTAL LAKE
OREGON ELECTRIC RY.
SOUTHERN PACIFIC CO.
BEAVERTON-TIGARD
BEAVERTON-TUALATIN
217

FIGURE 13

GOVERNMENTAL BOUNDARIES IN PROJECT AREA

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Kruse Way, which it was directed to do by a court judgment. The annexation of the Mormon Property was an effort to control the density of the planned unit development proposed for this acreage.

Federal Highway regulations require that urban areas with a core city of 50,000 or more population have a continuing, comprehensive transportation planning process conducted cooperatively by the State and the local community. Transportation planning in the project area is provided by the Portland-Vancouver Metropolitan Area Transportation Study (PVMATS). The study is conducted jointly by the Oregon Department of Transportation (ODOT) and the Columbia Region Association of Governments (CRAG). ODOT provides the study with engineering and modeling services whereas CRAG provides land use and other planning input. The current transportation planning document is the Interim Transportation Plan (ITP) adopted in June of 1975. Elements of the ITP which affect the proposed project are discussed in the Traffic section.

Existing Land Use

In the project area within the past several years large amounts of acreage have been converted from farmland and vacant land to industrial, commercial, institutional and residential use. However, the study area still has substantial amounts of undeveloped land. This land is virtually surrounded by urban type development and can be considered prime land for urban use. Commercial and medium density residential developments have been most extensive and are likely to continue in the next few years, as services (in particular, sewer service) are planned and expected to be provided within the next ten years. Existing land use is shown in Figure 15 and is described only briefly here.

Most residential land use takes the form of spotty, single family development and relatively small subdivisions reflecting construction typical of the late 1950's and early 1960's. Several of these residential areas have been isolated by expanding commercial and development districts and experience the corresponding transportation, noise, and esthetic impacts. There are some single family residences on small acreages in the area of Fosberg Road with the balance of residential use in the form of planned, clustered homes in the new Mountain Park Planned Unit Development. There are few multi-family dwellings in the project area and most of those are part of the Mountain Park development.

Commercial activity in the study area is primarily located along Barbur Boulevard between its intersections with Hwy. 217 and I-5, and takes the form of strip commercial development. Most of the remaining commercial activity is located inside the Tigard Triangle. Vic Alfonso Ford and Allstate Insurance maintain facilities in the Triangle on 66th Avenue, immediately west of I-5. Family Drive-In Theater is located along 72nd Avenue, with access from Barbur Boulevard. The balance of commercial activity in the Triangle is composed of office complexes and the first stages of planned commercial districts. They are Plaza Southwest, located on Atlanta Street; Lamb-Weston, Inc. and Lincolnwood on Hampton Street; and Farmer's Insurance at the southern tip of the Triangle. The only other land use identified as commercial in the project area is located in Mountain Park and is intended to serve the residents of that development.

Industrial land use in the study area is found only east of Fanno Creek and southwest of Hwy. 217. Growth has occurred here because of the excellent access to major transportation networks: I-5 and the railroad. Large, developable tracts are still available in this area.

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There are two public schools in the study area. Lewis Elementary is located on 72nd Avenue at its intersection with Hwy. 217 and is part of Tigard School District #23J. Portland Community College (Sylvania Center) located on S.W. 49th Avenue, makes up a substantial percentage of the developed land east of I-5 within the study area.

There is only one public park, Lesser Park, within the study area. Lesser Park lies just west of Portland Community College and is completely undeveloped. There are no current plans for its development and it is likely that the City of Portland will eventually take over maintenance of the park.

Both Washington and Clackamas Counties have expressed needs for open space as population grows. Neither county, however, has set aside lands for park and recreation development in the immediate project area. Washington County is currently working on a park and open space plan.

Zoning and Future Land Use

Recent law and court judgments require that the comprehensive plan and zoning not be in conflict with each other. None of the planning agencies in the project area have as yet been able to fully comply. Zoning in the study area is shown in Figure 16.

In general, the zoning reflects the type of development (commercial, residential, etc.) that is proposed in the various comprehensive plans. Differences in proposed density and zoned for density, however, account for a number of conflicts. These conflicts occur primarily within the Tigard Triangle, although the comparison here is with a proposed plan that has not been officially adopted. When a plan is formally adopted for this area, the zoning may not be in conflict. As it is, the zoning along I-5 does not fully reflect the office, commercial, high density residential use proposed on the Tigard Triangle Development Plan and the zoning in the center of the Triangle does not allow for the multi-family residential proposed in the plan. One large tract in the western corner of the Triangle is zoned for industrial use while the plan does not propose any industrial use in the Triangle and one parcel zoned commercial is shown on the plan as a potential park.

On the east side of I-5 only one conflict may arise. The "Mormon Property" is zoned rural single family residential with a minimum lot size of 30,000 square feet, which is in accord with the Clackamas County Comprehensive Plan. The proposed use for this land, however, is a planned unit development which would be in conflict with the density requirement of the existing zoning.

Impacts

In general, comprehensive planning for the study area indicates future growth, meaning the conversion from existing use to a new, higher density, land use. The transition from one use to another can be unpleasant and value conflicting for some, especially if a mixture of incompatible uses develop. At the same time, land use changes can lead to more economically productive use of land. The three alternatives have various impacts on the development of the area with Haines Interchange being the determining factor. The greatest impacts occur within the Tigard Triangle where access is a more critical issue than on the east side of I-5.

Alternative 1 would have no direct impact on existing land use. Conversion would continue at the existing rate and in response to other factors, such as sewer installation. Some businesses which have developed their properties in anticipation of an improved interchange and the extension of 68th

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Street would have to revise their plans. The choice of Alternative 1 would leave future development unclear. Eventually, Haines Interchange would either have to be revised or closed because of the safety hazard. Developers would be reluctant to invest until the decision was clear. Residential land use and growth trends would be unaffected.

Alternative 2 would have both direct and secondary impacts. Alternative 2 would improve the safety of the existing access and guarantee the continuance of this access. Approximately 16 acres of land would be converted from residential and commercial use to transportation use. (See Sociology and Economics for further description.)

Changes in the traffic patterns on both the east and west side of I-5 would occur as the result of reconstruction of the interchange. Traffic bound for Southwood Park would use Southview Street and 60th Avenue rather than 65th and Douglas Drive. Residents on these streets would be exposed to more traffic, however, this would not be sufficient to result in pressure for land use changes.

More substantial impacts are expected on the west side in the Triangle. In conjunction with the Interchange, 68th Avenue would be converted from a poorly maintained discontinuous residential street to an improved street extending from Franklin to Haines. Circulation within the Triangle would be improved and pressure to rezone remaining residential lands facing 68th Avenue to commercial zoning would be increased. Such rezoning would be in accordance with the unadopted Tigard Triangle Development Plan and the general urban density proposed by the Washington County Comprehensive Plan.

Widening of I-5 would produce greater exposure and visibility of property along I-5, particularly land located west of the freeway in the Tigard

Triangle. In most cases, increased exposure decreases residential value and enhances the commercial value of property. Alternative 2 combines increased exposure with improved access making the area of the Triangle adjacent to I-5 desirable as commercial property for deminishing its residential value. Although to some extent residential values could be preferred by use of noise attenuating berms.

Development of the "Mormon Property", Mountain Park and other large tracts of land east of I-5 would be only slightly enhanced with reconstruction of the interchange. All of these properties already have good access provided by Kerr Road, Kruse Way and Boones Ferry Road. Completion of Haines Road Extension and Jefferson Parkway would be the main factors in encouraging increased traffic across Haines Overcrossing, but most of these vehicles would be bound for east-west destinations rather than the Haines Interchange. Without Haines Extension and Jefferson Parkway, the traffic increase at Haines Interchange would be minimal, indicating that it is not a prime factor in development of these properties. In general, the closer the property is to the interchange, the more likely that development of it would be influenced by the interchange.

Alternative 3 would also have both direct and secondary impacts. Approximately 10 acres of land would be converted directly to transportation use. (See Sociology and Economics for further description.) Secondary impacts are primarily due to closure of the Haines Interchange.

The widening of I-5 associated with this alternative would cause the same exposure of adjacent properties as would Alternative 2. This would diminish these properties for residential use, however, because of the closure of Haines Interchange their value as commercial property would not be enhanced. Existing businesses such as Vic Alfonso Ford would likely experience economic hardship.

With Alternative 3, commercial development would be concentrated along Barbur Boulevard and Hwy. 217. Density within the Triangle would increase at a slower rate than with Alternative 1 or 2 as the internal circulation would not be improved and access to the area would be by 72nd Interchange at Hwy. 217 and Villa Ridge Road at Barbur Boulevard. Both of these access points are less than adequate: the first because it offers access only to and from the east, and the second because of its poor intersection and high safety hazard.

Residential property east of I-5 would only be slightly affected. The more indirect routes required by Alternative 3 will increase travel time somewhat, particularly for Southwood Park residents. Mountain Park and the as yet undeveloped "Mormon Property" have adequate access to I-5 via Kruse Way and Kerr Road and would be only slightly inconvenienced. Closure of the interchange would therefore have only a slight impact in the rate of development of property east of I-5.

The proposed Jefferson Parkway and Haines Extension form an east-west travel route utilizing Haines Overcrossing. There is some concern about the traffic impact of this route on established residences and the role that the Haines Interchange would play in encouraging this traffic movement and secondarily, how this would impact development on the east side of I-5. Traffic projections show that the closure of the interchange would only reduce this traffic by 17%. The primary generators of this traffic are Mountain Park and vicinity and points west of the Tigard Triangle, such as Washington Square, a large regional shopping center. This traffic would not be generated even with the interchange if Jefferson Parkway or Haines Extension are not completed. These projections lead to the conclusion that the Haines Interchange can have only slight impact on development of vacant land east of I-5, with land closest to the interchange being most affected.

An examination of the consistency of the proposed action with the comprehensive land and transportation planning of the impacted area is required in the EIS by federal regulations. On the east side of the study area, land use planning is the responsibility of Clackamas County, Multnomah County and the City of Lake Oswego. All of these planning documents recognize the widening of I-5 and the improved interchange, either specifically by mentioning the project or implying recognition by using projection data which assume the completion of these projects. The Interim Transportation Plan also assumes completion of Alternative 2 in the traffic projections, although it does not specifically mention the project. The development pattern which would likely occur is compatible with the comprehensive planning for this area.

On the west side of the study area, consistency is less clear cut. The adopted Tigard Community Plan provides for the proposed widening and interchange improvement and for residential-commercial development within the Tigard Triangle. The traffic circulation plan also calls for the improvement and extension of S.W. 68th Avenue and the extension of Haines Road. The proposed highway project would, in part, provide for these traffic circulation improvements. The unadopted Tigard Triangle Development Plan is more specific than the Community Plan and is highly dependent on the completion of Alternative 2.

Washington County's comprehensive plan is very general, designating use in the study area as "urban". This plan could be implemented by any of the alternatives.

Although the precise future zoning pattern in the Triangle is still being decided, zone changes in recent years indicate a commitment to commercial zoning along I-5. These zone changes and subsequent development of these properties was predicated on continuance of access to I-5 and eventual improvement of the Haines Interchange. Of the alternatives, only Alternative 2 and to some extent Alternative 1 would be consistent with commitment of this land to commercial use.

Mitigation of impacts can best be accomplished by the local planning authorities. The Highway Division will choose the alternative which is most compatible with state and local land use and transportation goals. Nevertheless, transition from one land use to another, stimulated by the project will be experienced as unpleasant and value conflicting to some. This would be particularly true if a mixture of incompatible uses develop.

The area east of the freeway is expected to remain residential and homogeneous. In contrast, plans for the Tigard Triangle have identified a mixture of uses ranging from industrial to residential. It is here that precautions should be taken by the local planning authority to see that conflicting or incompatible uses are adequately buffered or separated. This can be accomplished by ascertaining suitable land use and community values and adopting a comprehensive land use plan and zoning ordinances for the Triangle.

Both Alternative 2 and 3 include the conversion of the highway shoulder north of North Tigard Interchange to use as an exclusive truck climbing lane. Existing land use in the area adjacent to the lane reflects the present zoning which is a mixture of residential and commercial. Because of the high noise levels, for some properties residential zoning is no longer appropriate. A more compatible use of the land would occur if Multnomah County zoned this land for a more noise tolerant use. See Figure 17.

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IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Land Use	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Direct conversion of land to transportation use.		No acreage required.	14 acres		8 acres	
Pressure for land use Changes	Would leave development in question west of I-5.	Will maintain existing rate of change east of I-5.		Would slightly stimulate residential growth west of I-5. Would stimulate commercial growth along I-5 in the Tigard Triangle. Higher density development probable.	Would inhibit commercial growth along I-5 on west side.	Would slightly inhibit residential growth west of freeway. Lower density development probable in the Triangle.
Consistency with land use plans	Leaves future planning in question.			Consistent	Inconsistent on west side of freeway.	
Consistency with transportation plan	Inconsistent			Consistent	Inconsistent	

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Economics

Existing Setting

The Portland Metropolitan area is the major urban center in the northern Oregon-southern Washington region and serves as the primary collection and distribution point for goods for this region. The transportation system supporting the movement of goods includes two major interstate highways - I-5 and I-80N, numerous primary and secondary highways, several railroad firms, extensive port facilities and an international airport. Interstate 5 is the major north-south highway on the west coast of the United States linking Portland with other major urban areas. The section with which we are concerned lies within the metropolitan area and also serves as a transporter of intra-urban traffic.

For the economic study, the immediate impact area was defined as census tracts 64, 203, 306 and 307 (1970 data), shown in Figure 18. The area north of the North Tigard Interchange (census tract 65.01) was not included because there is relatively little travel between it and the project section, and it would therefore experience little, if any, economic impact.

For ease of identification, the census tracts will be referred to by the name of prominent features within them. They are 203, Park; 64, Southwest Portland; 306, Metzger; and 307, Tigard. See Figure 18. Comparative data on income, population, land use and age of housing are shown in Tables 2 and 3.

The census data demonstrates the suburban fringe nature of the project area. The two northern-most tracts, the Metzger tract (306), and the Southwest Portland tract (64) are older in terms of residential development. Over three-fourths of the housing in Southwest Portland tract (64) and over two-thirds of

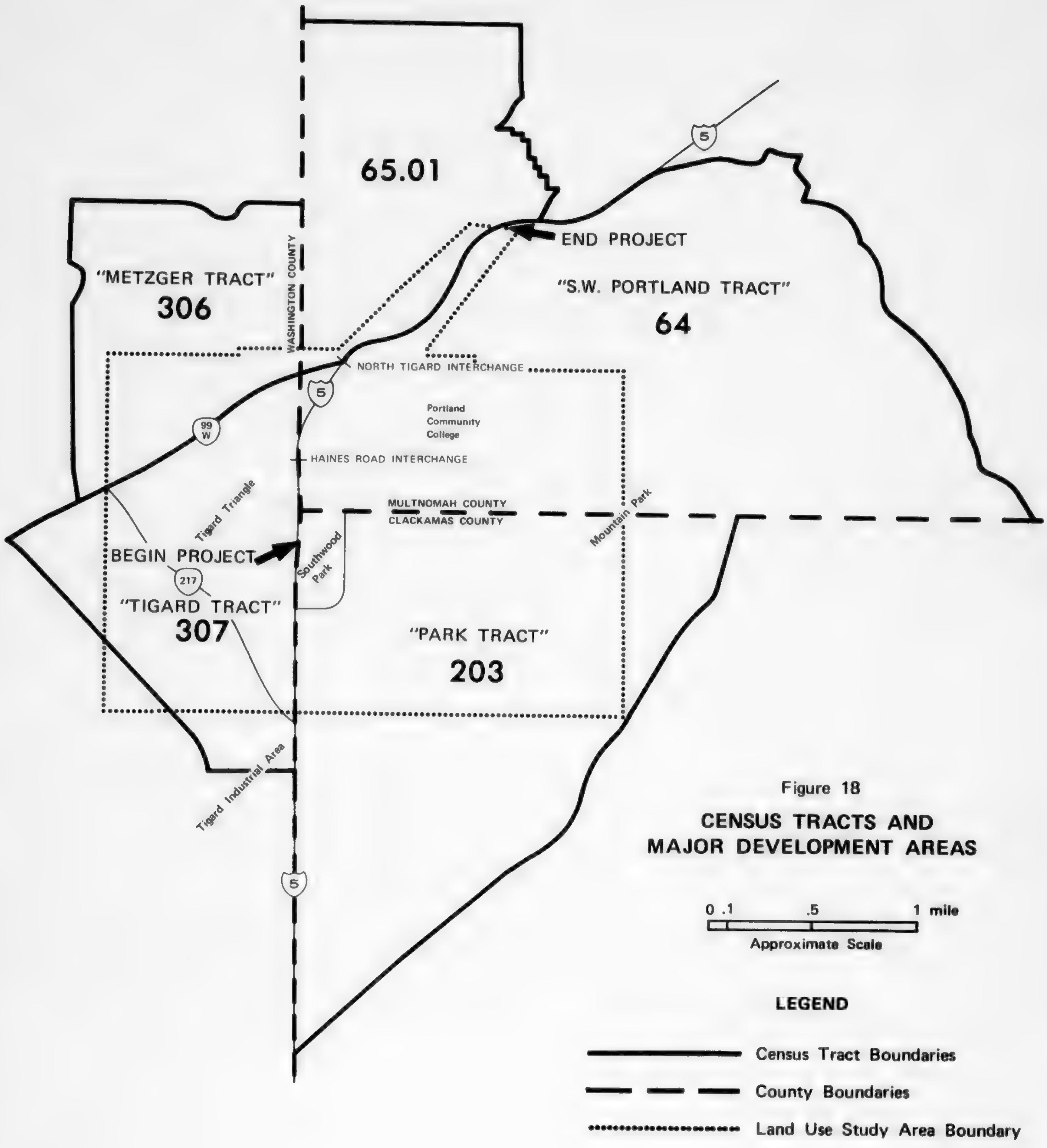


Figure 18

CENSUS TRACTS AND MAJOR DEVELOPMENT AREAS

65.01
"METZGER TRACT"
306
WASHINGTON COUNTY
END PROJECT
"S.W. PORTLAND TRACT"
64
5
NORTH TIGARD INTERCHANGE
Portland Community College
99 W
HAINES ROAD INTERCHANGE
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Mountain Park
Tigard Triangle
BEGIN PROJECT
217
Southwood Park
"TIGARD TRACT"
307
"PARK TRACT"
203
Tigard Industrial Area
0 .1 .5 1 mile
Approximate Scale
LEGEND
Census Tract Boundaries
County Boundaries
Land Use Study Area Boundary

TABLE 2

SELECTED 1970 INCOME, POPULATION AND LAND USE IMMEDIATE IMPACT AREA & SMSA

CENSUS TRACT/SMSA	64	203	306	307	SMSA
Median Income	$12,643	$11,448	$10,709	$10,890	$10,463
Population	4,770	3,872	3,226	1,729	1,009,129
Percentage of Acreage Vacant	24.91%	47.80%	7.60%	33.43%	Not Available

Source: U.S. Bureau of the Census, Census of Population and Housing; 1970, Census Tracts, Final Report PHC(1)-165, Portland, Oregon-Washington SMSA. and land use data prepared by the Columbia Region Association of Governments for the Oregon State Highway Division, 1972.

TABLE 3

SELECTED 1970 HOUSING DATA: IMMEDIATE IMPACT AREA & SMSA

CENSUS TRACT/SMSA	64	203	306	307	SMSA
Median Value of Housing	$21,300	$21,100	$17,100	$21,100	$16,700
Year Built (Percentage)					
1969-70	4.20%	14.83%	6.77%	10.16%	4.39%
1965-68	6.20%	10.78%	15.96%	26.45%	11.73%
1960-64	12.34%	22.76%	8.91%	18.71%	11.45%
1950-59	39.21%	30.26%	26.44%	18.23%	19.43%
1940-49	25.71%	10.09%	25.60%	19.52%	15.96%
1939 or earlier	12.53%	11.29%	16.33%	6.94%	37.04%

Source: U.S. Bureau of the Census, Census of Population and Housing; 1970, Census Tracts, Final Report PHC(1)-165, Portland, Oregon-Washington SMSA.

the housing in Metzger tract (306) were constructed before 1960. In contrast, over half of the housing in the Tigard tract (307) was built after 1960. The Metzger tract (306) has only a small amount of vacant land (7.6%). Approximately one-fourth of the acreage in the Southwest Portland tract (64) is still vacant. The income level of this tract is the highest of the four tracts. This tract has hilly terrain affording excellent views which has fostered the development of high value, low density housing in this tract.

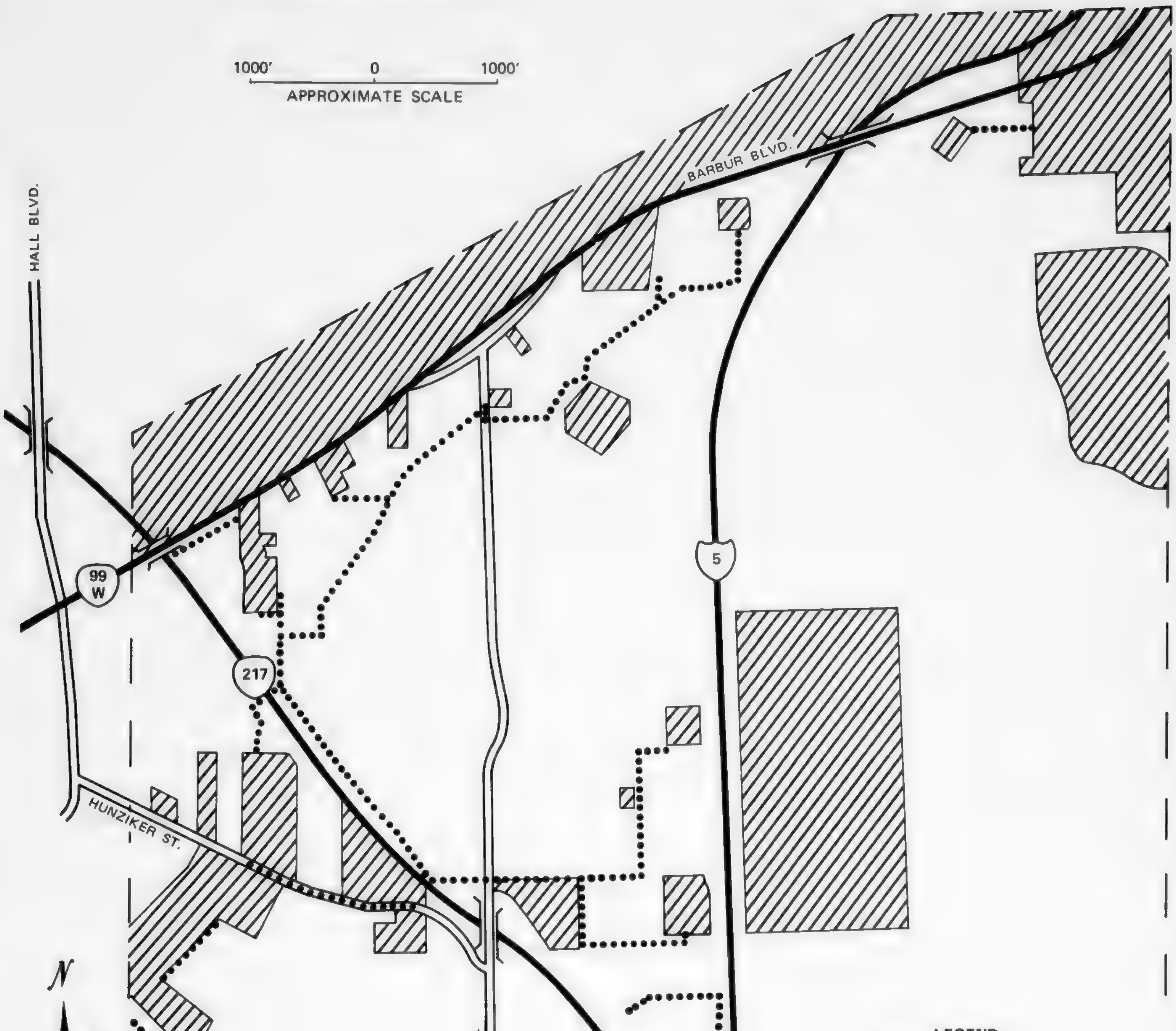
Of the four tracts, the Park tract (203) is the least developed with almost half the land vacant. See Figure 15, following page 30 . The principle constraint to development in this tract as well as throughout the project area, is the absence of a sewer system. See Figure 19. Poor water quality resulting from septic tank leakage has caused the State Department of Environmental Quality to impose a de facto moritorium on most construction in the nonsewered areas. Sewer installation is expected within a couple of years on the east side, which will likely stimulate rapid development.

Lack of a transportation network is a secondary constraint to development. The opening of Kruse Way which extends eastward from Hwy. 217 should also stimulate development. Improved transportation and a sewer system will result in a rise in land values.

Most of the housing within the impact area consists of individually built houses, however there are two large housing subdivisions. The smaller of the two, Southwood Park, lies adjacent to I-5, southeast of the Haines Interchange, in the Park tract (203). It occupies 3.2 percent of the total land area of the tract and its 693 residents (1970) comprise 18 percent of the population of that tract. The area is served by its own sewer district and does

Figure 19

SEWERED AND NON-SEWERED AREAS ADJACENT TO THE PROJECT


1000'
0
1000'
APPROXIMATE SCALE
HALL BLVD.
BARBUR BLVD.
99 W
217
5
HUNZIKER ST.
72ND AVE.
N
LEGEND
▨ = Sewered Areas
●●●● = Sewer Lines
— — = Study Area Boundary
▬ = Major Highways

not plan further expansion.

A large planned unit development, Mountain Park, lies partially within both the Southwest Portland tract (64) and the Park tract (203). The development occupies approximately 700 acres of hillside property and has a population (1975) of about 4,000. The developers anticipate a population of approximately 12,500 in 4,000 dwelling units by 1985. The price range for single-family houses in 1974 was $52,000 to $109,000. Primary access to the development from Portland is by Kerr Road. If Jefferson Parkway were completed, it would provide a second link to I-5 by providing access to Haines Interchange. The southern half of the development which is not yet completed, would be more likely to use this route than the northern half.

Commercial and industrial activity in the project area is largely confined to the area west of I-5. In the two census tracts west of I-5, 13.33 percent of the land is in commercial or industrial use, while only 1.09 percent of land east of I-5 is in commercial use. Commercial and industrial use on the west side includes an industrial area south of Beaverton-Tigard Expressway, which occupies about 5,140 acres, an office development area in the Tigard Triangle, and a commercial strip development along Barbur Boulevard. Within the Tigard Triangle, about 100 acres (1970) are utilized for retail and office development. The proposed Tigard Triangle Development Plan designates approximately 175 acres for commercial use.

The Tigard Industrial Area is comprised of about 5,140 acres with large amounts of vacant land still remaining. In the spring of 1973, as part of the research for this project, a questionnaire was sent to each firm in the industrial area.[1] About 70 percent of the firms responded. Over half of the

[1] See Appendix A of the Economics Report for a copy of the questionnaire and cover letter.

firms had moved from Portland, reflecting a nationwide trend toward suburbanization of industry, particularly light industry, trucking and warehousing. The reasons given for relocating were need for additional acreage, improved accessibility and lower land prices.

Most of the firms contacted were contract construction (18), manufacturing (13) and wholesale trade (10). The remaining 24 firms were in diverse fields such as services (5), transportation (4), and retail trade (4).

Transportation is supplied to the area by rail--over two-thirds of the firms responding have rail access--and by Interstate 5. The firms reported approximately 380 trucks entering the industrial area daily from the north, with several hundred exiting north. This indicates that approximately 10 percent of the truck traffic in the project area originates or is destined for the industrial area. The questionnaire demonstrates that the firms are aware of the congestion problem in the project area and that they perceive some impediment to the flow of goods from the industrial area.

Impacts

The direct and immediate economic impacts will occur as the result of displacement, relocation, tax loss, and construction costs.

Alternative 1 would not cause displacement, relocation or tax loss. It would result in the loss to the local economy of funds that would have been spent for construction if these funds were not spent elsewhere in the region. The loss is greater than the cost of the project because the cumulative effect on the economy of this type of investment is larger than the initial expenditure.

Alternatives 2 and 3 would both require displacement and relocation, with Alternative 2 having the greater adverse impact because of the added displacement associated with rebuilding Haines Interchange. Displacement and relocation are discussed fully in the Right of Way Section, page 58. Approximate right-or-way costs are $2,100,000 for Alternative 2 and $1,100,000 for Alternative 3. From an economic standpoint, the reduction in the housing is such a small proportion of the aggregate supply that it should have no effect on housing prices.

Initially tax loss would result from either build alternative--approximately $12,000 (1973-74 dollars) for Alternative 2 and $16,000 for Alternative 3. However, because of the expected development associated with and partly the result of Alternative 2, tax losses from this alternative would be offset by additional revenues resulting from the increased tax base. Also, because of the numerous taxing districts in the project area, the small percentage loss to any one district would not be significant enough to affect the tax rate.

Nearly all the funds for the construction of the project come from outside the region: 92 percent of the cost of the project is financed by Federal dollars. The cost estimate for Alternative 2 is $8,800,000 (1976) and for Alternative 3 is $6,000,000 (1976).*

The secondary economic impacts of the project result from the project's effects on development and industrial productivity. Ultimately, the magnitude of these impacts will be greater than the immediate impacts of displacement and tax loss. The broad development impacts have already been discussed in the Land Use section. This section, therefore, will confine itself to more specific economic impacts.

*The regional multiplier coefficient for contract construction is estimated to be between 1.05 and 2.5, so that the total income generated in the region would be greater than the initial expenditure.

The main aspect of the project affecting development is the Haines Interchange. If Alternative 2 were selected, it would give impetus to the proposed office-type development on either side of S.W. 68th in the Tigard Triangle. Improvement of 68th Avenue would be done with the use of federal-aid funds. The existing businesses in the Triangle have located and developed their properties with the expectation that Alternative 2 would be built. If either Alternative 1 or 3 is selected, improvement of 68th Avenue would have to be done with local funds alone because it would not be part of the interchange configuration and therefore not eligible for interstate funds. If Alternative 3 is selected retail businesses in the Triangle, such as Vic Alfonso Ford, would experience decreased sales and may be forced to relocate. Development in the Triangle would be slower, with residential development more likely to occur than commercial.

On the east side, the improved access to Portland Community College with Alternative 2 could create economic pressure for multi-family residences in the S.W. Haines Road-S.W. Lesser Road area. If this type of housing were constructed, it would likely draw college students as residents. This area is presently zoned single family residential so that if mitigation of this impact is desired by the local population, maintenance of the existing zoning would be sufficient remedy. Alternative 1 would cause less pressure because the access is poor while Alternative 3 would minimize the pressure.

As noted in the Land Use section, if construction of Jefferson Parkway and Haines Extension are combined with any of the three alternatives, traffic would greatly increase along Lesser Road and Haines Road. This would result in a decline in demand for housing next to this arterial and a relative lowering of property values. If however, only Jefferson Parkway were constructed, then traffic projections would be greatly reduced, with the combination of Alternative 2 and Jefferson Parkway generating the most traffic, and Alternative 3 and Jefferson Parkway generating the least. Because the combination of Alternative 2 and Jefferson Parkway offers improved access to the southern section of Mountain Park and the undeveloped area east of Southwood Park, this alternative would encourage development more than Alternative 1. Alternative 3 would not prevent development but neither would it stimulate it.

The Tigard industrial area would be impacted by all alternatives. Selection of Alternative 1 would have adverse effects as the congestion in the northbound lanes of I-5 would continue and gradually worsen, interrupting the flow of goods, particularly during peak hours. To a lesser extent, regional productivity would be adversely affected by Alternative 1 though the impacts would be very diffuse.

The selection of either Alternative 2 or 3 would improve access to and from the industrial area by eliminating congestion. Regionwide, productivity would be slightly increased, although as with Alternative 1 the impact would be very diffuse.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Economics	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Tax Loss		No tax loss.	Annual loss of $12,000.	Loss will be offset by increases in revenues from higher property values.	Annual loss of 6,000.	
Property Values		Property values maintain status quo.	Housing values near arterials decrease.	Commercial property values increase. Value of undeveloped lands increase.	Commercial property values in the triangle decline. Undeveloped property values increase at a slower rate.	Residential property values remain the same.
Commercial Development	Stagnates commercial development.			Supports comcommercial development in the Tigard Triangle.	Stagnates commercial development. Some retail business may relocate.	

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Economics (cont.)	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Productivity	Slight decrease in productivity from higher transportation costs.			Productivity enhanced by elimination of congestion.	Increased costs of out of direction travel experienced by local residents.	Productivity of industrial area and inter-urban travel enhanced.
Construction Costs	Federal funds may be lost for this region.			$8,800,000 spend in region.		$6,000,000 spent in region.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Social Characteristics

Existing Setting

Portland reflects the national trend in metropolitan areas of attracting increasing shares of state populations while people continue to push out from the central cities causing suburban areas and satellite cities to mushroom and central cities to decline or to maintain near static growth rates. In 1960, 45.5 percent of the metropolitan area's population resided in Portland, as contrasted to 37.8 percent in 1970. In the project area, the greatest growth has occurred in the urban portions of Washington and Clackamas Counties--131.7% and 62.6%, respectively. This growth is attributable to many factors, however, the more significant were the improved access to Portland, large amounts of developable land in proximity to the central city, the construction of sewer and waterlines, schools, parks and other services, in addition to the movement of employment sources from the city to the outlying counties.

Population projections were made by the Columbia Regional Association of Governments (CRAG) and used for the traffic projections for the Interim Transportation Plan. Overall population growth in the transportation study area from 1970 to 1990 is forecast to be 328,000 persons, a 35 percent increase. However, the population for 1990 within the present city limits of Portland is not expected to change much from today. The population increases will occur primarily in the suburban areas of Washington, Clackamas, Multnomah and Clark Counties. Washington County shows the greatest forecasted increase with Clackamas County also anticipated to have a large increase. See Table 4. Table 5 shows the population projections for the census tracts in the project area. In general, population is expected to double in the project area.

TABLE 4

PORTLAND-VANCOUVER METROPOLITAN AREA POPULATION, 1970-1990, BY COUNTY

County	Population Increase Persons	Percent
Clackamas	82,891	69%
Clark	32,921	31%
Multnomah	59,489	11%
Washington	153,349	101%

SOURCE: CRAG, Interim Transportation Plan for the Portland-Vancouver Metropolitan Area, 1975.

TABLE 5

POPULATION GROWTH IN IMMEDIATE IMPACT AREA OF PROJECT

Census Tract	1960	1970	Percent Change 1960-1970	1990	Percent Change 1970-1990
64	3849	4770	23.9%	8,100	70%
203	2295	3872	68.7%	10,000	158%
306	2474	3226	30.4%	5,000	55%
307	1068	1729	61.9%	2,900	68%
TOTAL	9686	13,597	40.4%	26,000	91%

SOURCE: U.S. Bureau of the Census, 1970 U.S. Census of Population and Housing, and CRAG, Interim Transportation Plan for the Portland-Vancouver Metropolitan Area, 1976.

The sociological study area was comprised of the same four census tracts--64, 203, 306 and 307 as were used for the economics study area. Twelve social characteristics were compared and are shown in Table 5. The study area shows some striking differences with the SMSA* profile. In general, the residents of the study area are younger, more mobile, acquired more education, have higher incomes, and live in more expensive houses than the SMSA average. The minorities population is significantly smaller, fewer people are below the poverty income line, and more households have two automobiles as compared to the SMSA. More residents drive to work by private auto and reliance on mass transit is smaller than in the SMSA. This profile is characteristic of many suburban areas surrounding Portland.

Comparing the four census tracts and looking first at the Southwest Portland tract (64), the tracts can be seen to have different characteristics. However, in making these comparisons, it must be kept in mind that although a tract may encompass a neighborhood or community, it is invalid to assume that each tract is a locally-defined or perceived "neighborhood." See Figure 18 for location of census tracts.

The "Southwest Portland" tract (64) has the smallest growth rate of the four tracts and the largest percentage of residents who lived in the same house from 1965 to 1970. The population of the tract is older but at the same time has the highest percentage of single people. Median income in this tract is the highest of the four and it has the highest number of automobiles per

*The Portland-Vancouver Standard Metropolitan Statistical Area (SMSA) consists of four counties--Multnomah, Washington, and Clackamas in Oregon; and Clark in Washington State.

househould--about 17 percent have three or more automobiles. At the same time, this tract has the largest percentage of people 65 and over, who are below the poverty income level.

The "Park" tract (203) is a rapidly developing tract. Its population grew 68 percent between 1960 and 1970, three times the rate of the SMSA. Nearly half of the structures existing in the area have been built since 1960, and approximately half of the land in the tract is still vacant. This tract has the largest number of people working in the Portland central business district (9.3 percent).

The "Metzger" tract (306) differs from the others in the study area in that it fits most closely the population profile of the SMSA as a whole. The median income level and education level was the lowest of the tracts. This area is the most developed and has the smallest amount of vacant land. Over two-thirds of the housing was built before 1960.

The "Tigard" tract (307) includes the Tigard Triangle part of the Tigard Industrial Area and a new housing development south of Beaverton-Tigard Expressway. Population growth was high between 1960 and 1970; an increase of about 62 percent. Housing tenure is very low and this area has the highest percentage of persons and families below the poverty income level. This tract has the largest percentage of 15-24 year olds and the second highest percentage of single persons.

Four public institutions are located in the immediate project area--two educational facilities and two churches. East of the project is the Sylvania Center, one of seven educational centers of Portland Community College. It has 5,600 student stations and an enrollment in the fall of 1975 of 11,500 students, of which 50 percent were part-time students. Portland Community College anticipates an average annual growth of 4 to 6-1/2 percent.

The Phil Lewis Elementary School is located in the northwest corner of the 72nd Avenue Interchange with Highway 217. The district boundaries for the school include all of the Tigard Triangle, as well as a section southwest of Highway 217. Students do not cross I-5 to attend the school.

Two churches are within a block of Interstate 5 in the project area. East of the highway is the First Evangelical Free Church (12700 SW 65th Avenue); west of the highway is the Southwood Park Baptist Church (11585 SW 67th Avenue). The communities adjacent to the highway support other churches and schools, but these are outside the influence area of the project.

Interstate 5, being a major north-south highway, is a boundary for most of the emergency services in the project area. Fire protection on the west side is provided by the Tualatin Rural Fire Protection District in Tigard. On the east and north sides of the highway, the Lake Grove Rural Fire Protection District #57, the Lake Oswego Fire Department, and the Portland Fire Department provide emergency fire protection. Police services are from departments of the local political units--city, county and state patrol.

Local health departments have identified two hospitals which commonly serve this suburban area--St. Vincent Hospital and Medical Center (9205 S.W. Barnes Road, Portland) on the west, and Meridian Park Hospital (19300 S.W. 65th, Tualatin) on the south and east. Private ambulance services are located throughout the area.

Impacts

Population changes in an area are affected by many factors. As a given, the immediate impact area is growing and developing with differential rates for each census tract. The population projections would not be drastically affected by any of the alternatives.

The widening of I-5, Alternatives 2 and 3, may encourage slightly the urbanization and development of vacant land further south of the project. However, the aspect of the project that would most likely create changes would be either the improvement or closure of the Haines Road Interchange.

Population projections indicate almost a doubling by 1990 in the immediate area of the highway section. The selection of Alternative 1 may slow this growth slightly. In the short term, this alternative would cause minimal changes to the residential profile and pattern in the project area. In the long run, population increases would exert much pressure on the existing network of roads. Residents whose houses are nearest the freeway and on busy local streets would experience the effects of noise, vibration, congestion and decreased safety reducing the quality of residing in the area. Commercial development would then replace residential use along the freeway, particularly in the Triangle.

Alternative 2 would encourage and facilitate growth and population in the area and lead to greater socio-economic changes than the other alternatives. Population is expected to increase by 158 percent east of the project in Clackamas County and 68 percent by 1990 in the Triangle. In the Triangle, commercial development may replace some of the existing single-family residential areas in the Triangle. Large scale multiple-family development may appear, attracting younger, more mobile residents. Convenient access to the east of I-5 would encourage more development similar to that already existing.

Alternative 3 would require increased populations to utilize a more limited number of access points. Particularly in the Triangle, this may retard the residential and commercial development in the area, thus delaying or reducing the projected population estimates. Closure of the Haines Road Interchange would change the habitual pattern of service and facility use for the residents who use the interchange. The "island" identity of the Triangle residents would be enhanced. Residential streets would have an increase in traffic. Travel times, costs and distances would increase for some residents. Triangle residents would be more exposed to the dangerous intersection at Barbur Boulevard and Villa Ridge Road.

The impacts on public facilities and emergency services appear to be minimal. Because emergency services are generally divided by I-5, neither Alternative 2 or 3 would effectively change the routing or direction of these services, although Alternative 2 would provide safer and quicker access to the immediate area of Haines Interchange.

None of the alternatives would have an impact on the Phil Lewis Elementary School. Access to Portland Community College would be enhanced by Alternative 2, while Alternative 3 would lead to minor out-of-direction travel.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Sociology	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Population Growth		May slow rate of population increase.		Would stimulate growth to some degree.		May slow growth in the area of the Haines Interchange.
Socio-economic Characteristics		Maintain status quo		Area may attract younger more mobile residents.		Existing residential patterns would remain. Out of direction travel would discourage multifamily type housing.
Emergency Services	None		None		May make response to the Haines Interchange area slightly more difficult.	

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Right of Way

Impacts

Displacement of residents is a major impact of the project. Alternative 1 involves no new right of way and no displacement, while both Alternatives 2 and 3 do require new right of way. The difference between the two alternatives is the displacement around Haines Interchange. Alternative 2 requires approximately 14 acres of new right of way, while Alternative 3 requires approximately 8 acres. Residential displacement is shown in Table 6. Figures 20 and 21 show the location of the displaced households. Displacees will be compensated and eligible for relocation benefits described in the sociological research report Volume 2, page IV-A-1. No commercial businesses are displaced by this project.

Alternative 3 requires four houses on S.W. 65th Avenue. Widening I-5 to six lanes would require that the existing frontage road (S.W. 65th Avenue) be moved easterly and although this frontage road location would not, in itself, require the four houses, the remaining portion of the properties would not be of sufficient size for septic tank drainfields.

TABLE 6

SUMMARY OF RESIDENTIAL DISPLACEMENT

	ALTERNATIVE 2			ALTERNATIVE 3		
	North Tigard Interchange Area	Haines Road Interchange Area	Total	North Tigard Interchange Area	Haines Road Overcrossing Area	Total
Number of Households Displaced	9	20	29	9	7	16
Approximate Number of People Displaced	16	62	78	16	18	34
Residential Type:						
Single Family	4	20[a]	24[a]	4	7[b]	11
Multi-Family	5	0	5	5	0	5

SOURCE: Oregon State Highway Division, Phase II Right of Way Liaison Report (1973), with current revisions.

a. Alternative 2 would affect two single-family residences which serve as parsonages for churches. Each parsonage is presently occupied by a family of three. These residences are included in the above count.

b. Alternative 3 would affect one of the parsonages. This single-family residence is included in the count.

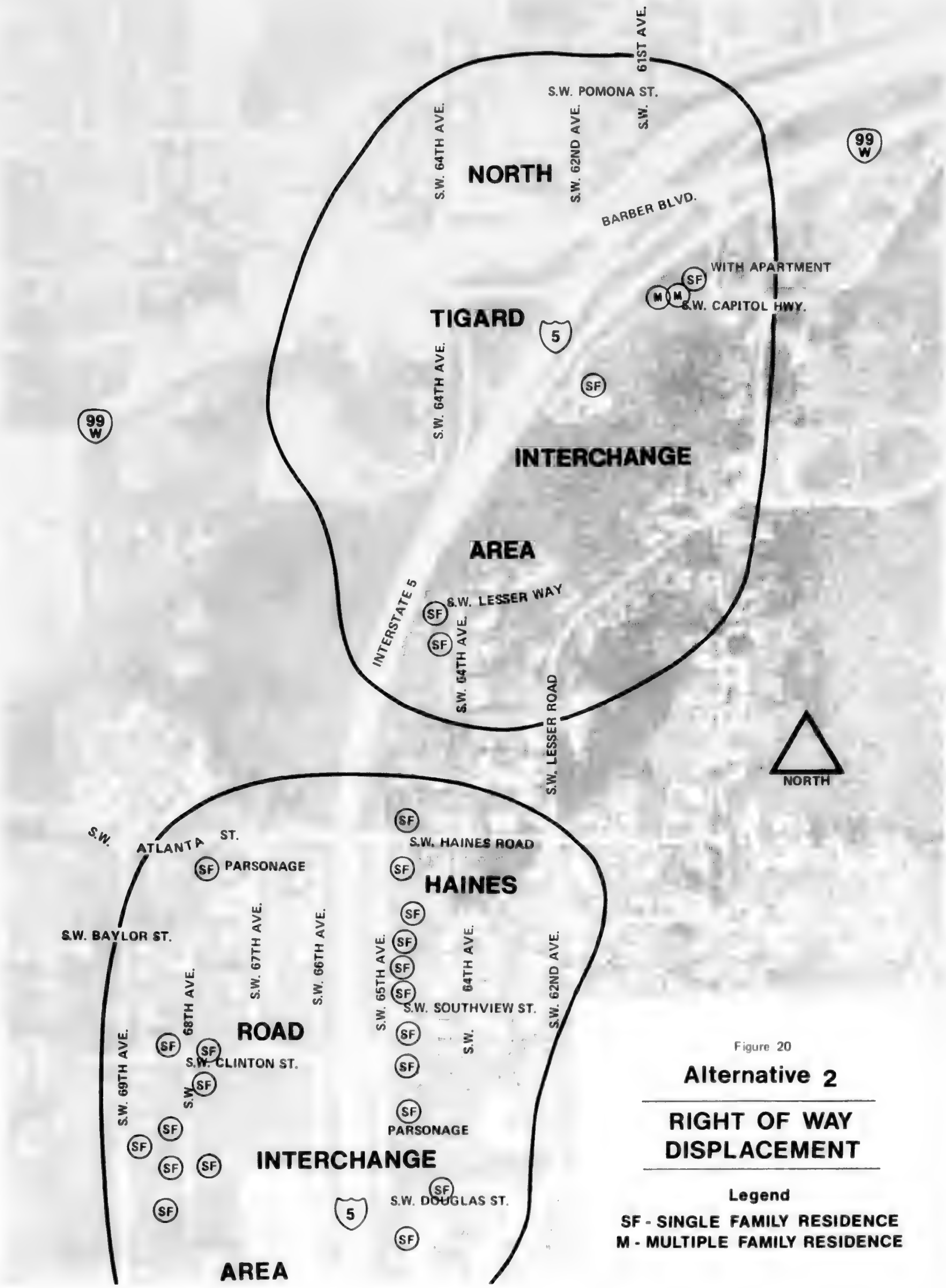

S.W. 61ST AVE.
S.W. POMONA ST.
S.W. 64TH AVE.
S.W. 62ND AVE.
NORTH
99 W
BARBER BLVD.
SF WITH APARTMENT
M M S.W. CAPITOL HWY.
TIGARD
5
SF
S.W. 64TH AVE.
99 W
INTERCHANGE
AREA
INTERSTATE 5
SF S.W. LESSER WAY
SF
S.W. 64TH AVE.
S.W. LESSER ROAD
NORTH
S.W. ATLANTA ST.
SF PARSONAGE
SF
S.W. HAINES ROAD
SF
HAINES
S.W. BAYLOR ST.
SF
S.W. 67TH AVE.
S.W. 66TH AVE.
S.W. 65TH AVE.
SF
SF
SF
64TH AVE.
S.W. 62ND AVE.
S.W. SOUTHVIEW ST.
S.W.
S.W. 69TH AVE.
S.W. 68TH AVE.
ROAD
SF
SF
S.W. CLINTON ST.
SF
SF
SF
SF PARSONAGE
SF
SF
SF
INTERCHANGE
SF
S.W. DOUGLAS ST.
SF
5
SF
AREA

Figure 20

Alternative 2

RIGHT OF WAY DISPLACEMENT

Legend

SF - SINGLE FAMILY RESIDENCE
M - MULTIPLE FAMILY RESIDENCE

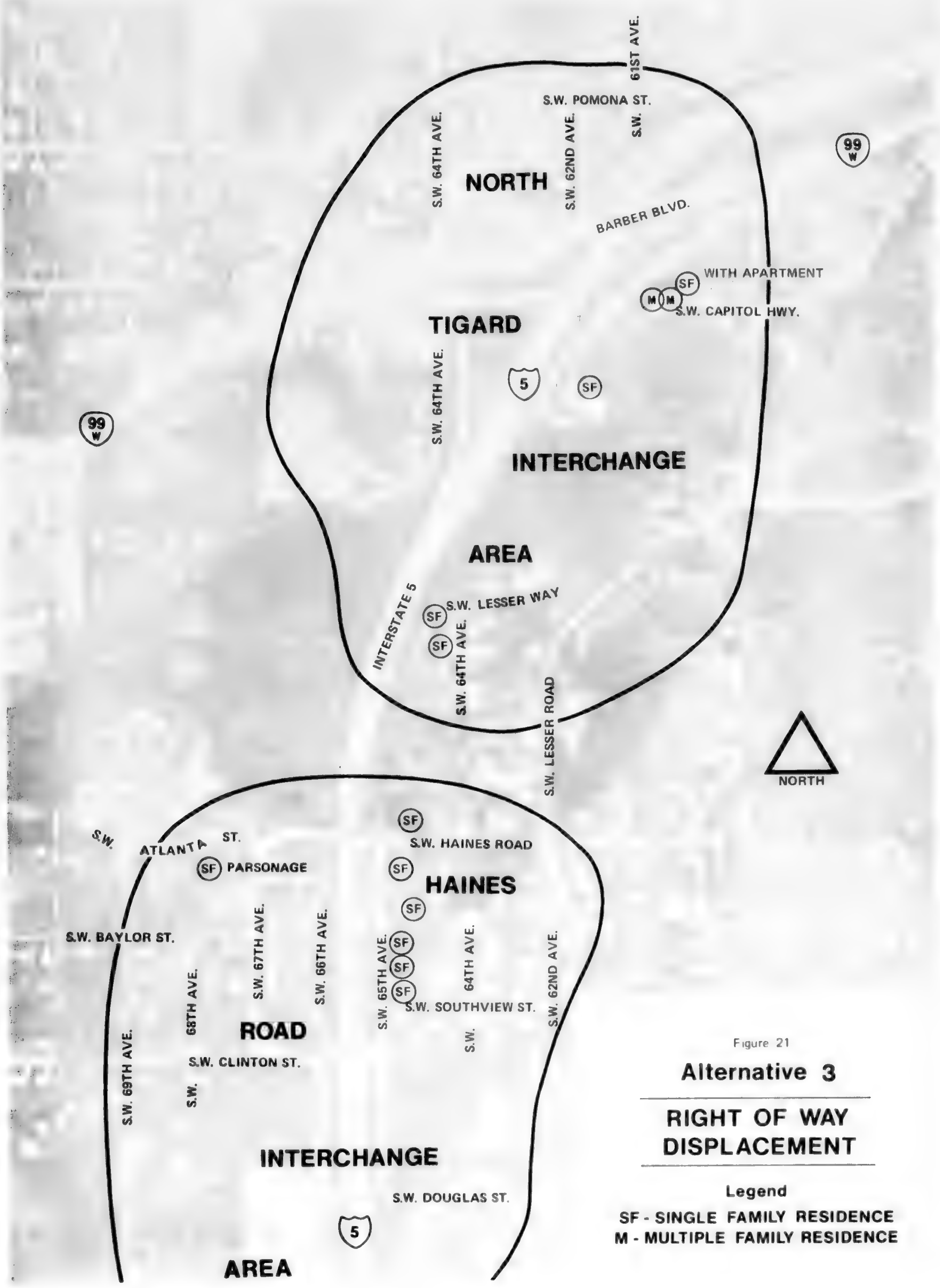

61ST AVE.
S.W. POMONA ST.
S.W.
S.W. 64TH AVE.
S.W. 62ND AVE.
NORTH
99 W
BARBER BLVD.
WITH APARTMENT
SF
M
M
S.W. CAPITOL HWY.
TIGARD
S.W. 64TH AVE.
5
SF
99 W
INTERCHANGE
AREA
INTERSTATE 5
S.W. LESSER WAY
SF
SF
S.W. 64TH AVE.
S.W. LESSER ROAD
NORTH
SF
S.W. ATLANTA ST.
S.W. HAINES ROAD
SF
PARSONAGE
SF
HAINES
SF
S.W. BAYLOR ST.
S.W. 67TH AVE.
S.W. 66TH AVE.
S.W. 65TH AVE.
SF
SF
SF
64TH AVE.
S.W.
S.W. 62ND AVE.
68TH AVE.
S.W.
S.W. SOUTHVIEW ST.
ROAD
S.W. CLINTON ST.
S.W. 69TH AVE.
INTERCHANGE
S.W. DOUGLAS ST.
5
AREA

Figure 21

Alternative 3

RIGHT OF WAY DISPLACEMENT

Legend

SF - SINGLE FAMILY RESIDENCE
M - MULTIPLE FAMILY RESIDENCE

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Right of Way	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Residential Displacement		No right of way required.	29 houses displaced.	M Property owners will be compensated and residents will receive relocation benefits.	16 houses displaced.	M Property owners will be compensated and residents will receive relocation benefits.
Business Displacement	None		None		None	

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Historical and Archeological Resources

Existing Setting and Impacts

A field survey and a review of files revealed no properties of state or local historic value in the project area. A letter from the State Historic Preservation Office confirmed that the project will not affect any properties which are listed, nominated, or eligible for nomination to the National Register of Historic Places or listed on the Statewide Inventory of Historic Sites and Buildings. The project area contains no forms included in the Oregon Century Farm Program compiled by the Oregon State Department of Agriculture and the State Historic Society.

Prior to construction of the project, an archeological reconnaissance survey of the area will be conducted by the Museum of Natural History, University of Oregon. If archeological sites are found in the course of this survey, site exploration and salvage, if appropriate, will be conducted.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Historical and Archeological Resources	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Historical Properties		None		None		None
Archeological Resources		None		To be determined. M If necessary sites would be salvaged.		To be determined. M If necessary sites would be salvaged.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Geology

Existing Setting

The project crosses the western slope of Mt. Sylvania. Elevations on the freeway portion of the project rise from about 250 feet above mean sea level at the south end to about 500 feet a.m.s.l. at the north end, making an overall gradient of three percent. The maximum gradient, 5.8 percent, lies northeasterly from North Tigard Interchange. Hill slopes in the project area are gentle to moderate except for those of the steep-sided gully formed by the unnamed drainage which crosses the project.

Exploratory drilling along the project indicates a very irregular soil zone from 0 to 21 feet or more deep. Underlying this are the relatively thin flows of Boring Lava basalt, which forms the bedrock throughout the project. The rock is weathered locally to depths of 46 feet or more. No faults or other geologic structural weaknesses are known to occur in the project area.

The typical soils in the project area are clayey to sandy silt and silty clays varying from fine textured to rocky. The soil chosen for the base design is a gravelly sandy silt generally present in the construction zone. Granular material in the form of rocky soil and soft weathered lava rock may be expected in the deeper cut sections throughout most of the project. The lava rock indicates a very irregular rock profile.

Water well logs indicate that the static ground water levels in the project area are well below the freeway construction depths. It is likely, however, that isolated zones of perched ground water occur in the project area, and that they contribute to the surface water runoff.

Impacts

Alternative 1 involves no construction and therefore no direct geologic impacts. This alternative would continue use of a drainage system which is becoming inadequate for increasing surface water runoff created by urbanization of the area. As a result seasonal ponding of water would continue.

No geologic hazards are known to occur in the project area and no unusual construction problems are anticipated. Several wet areas located in the northern half of the project will require draining before construction proceeds.

Erosion control is discussed under water quality and biologic impacts. For a full discussion see the Geology Technical Report.

Estimates of material required, excavation and embankment quantities are shown below.

	Alternative 1	Alternative 2	Alternative 3
Surfacing Aggregates	----	55,000 cu.yd.	45,000 cu.yd.
Excavation	----	155,300 cu.yd.	121,000 cu.yd.
Embankment	----	151,600 cu.yd.	128,800 cu.yd.
Surplus	----	3,700 cu.yd.	22,800 cu.yd.

No state-owned material source exists in the area and it is probable that the choice of a suitable source will be the responsibility of the contractor. An analysis of likely commercial sources is contained in Table IV-1 of the Geology Technical Report. Commercial sources are regulated by the state and contractor--supplied sources are governed by subsection 106.05 (as supplemented) of Oregon Transportation Commission Standard Specifications for Highway Construction to insure proper treatment and reclamation of the source.

No waste sites outside the project limits are required. The gully formed by the unnamed drainage which crosses the project will be random filled with about 25,000 cubic yards of common embankment material.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Geology	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Topography		No impacts	Landscape degradation due to cuts and fills.		Landscape degradation due to cuts and fills.	Impact is less than with Alternative 2.
Erosion		No change	14 acres exposed temporarily to potential erosion.	M Seeding and mulching and use of traps and filters will be incorporated in construction plans.	8 acres exposed temporarily to potential erosion.	M Seeding and mulching and use of traps and filters will be incorporated in construction plans.
Materials		None required.	Total of 210,300 cubic yards committed.		Total of 196,600 cubic yards committed.	
Ground Water	Seasonal ponding will continue.			Seasonal ponding will not occur.		Seasonal ponding will not occur.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Hydrology and Water Quality

Existing Setting

The project corridor crosses the west slope of Mt. Sylvania which is drained by a network of tributaries to the Tualatin River, including Fanno Creek. Of the several creeks that drain the project area, only one unnamed intermittent stream is crossed by the proposed project.

Fanno Creek has experienced an alteration of its hydrologic characteristics in recent years as the land use in the watershed has changed from predominantly rural/suburban to urban/light industrial. Ground surface being covered with impermeable surfaces such as roads and houses has led to increased surface water runoff. In addition, filling on the flood plain has decreased flood storage. The resulting hydraulic characteristics are typified by fast rises immediately after heavy rains which crest shortly after rainfall ceases. These characteristics can be expected to intensify as the area is further developed.

The water quality of these streams has deteriorated as the rate of development has increased. Stream quality is characterized by low flows most of the year, elevated fecal coliform levels, low dissolved oxygen concentrations, moderate pH, moderate to high temperature, moderate total alkalinity and hardness levels, and by very high nutrient levels. In recent years conditions appear to be improving as sewage treatment plants are installed and treatment methods upgraded. Additionally, turbidity caused by erosion has been a problem throughout much of the Tualatin River system.

In general, the quality of these streams can be considered fair to poor in terms of their suitability for aquatic life. There are no salmonoid fish species such as salmon and trout present in the Fanno Creek system. Aquatic biota present are mostly in the form of species tolerant to less than ideal environmental conditions.

Impacts

Alternative 1 would have no effect on flood flows and flood storage, ground water contamination, or erosion from cut and fill slopes. However, continuing land development in the watershed will increase surface runoff, taxing the capacity of the existing drainage system.

Alternatives 2 and 3 would have minor impacts on the Fanno Creek system. Temporary, moderate to severe disturbance would occur in the Fanno Creek tributary which crosses Interstate 5, but this stream in not a highly productive part of the watershed. The disturbance would result from rechannelization in the headwater area and random fill of the old bed to redirect runoff waters to the inlet of a new larger culvert which will replace the existing 30-inch culvert. The new culvert has been designed to adequately accept incoming runoff for the next twenty years, based on growth projections for the area.

Additionally, 17.2 acres (Alternative 2) would be exposed as a consequence of roadway construction. Heavy precipitation and the presence of highly erodable soils would present a potential erosion problem. Mitigative measures which would be employed include seeding and mulching, and the placement of hay bales to act as filters and energy dissipators at the base of fill slopes and on the west side of the random fill.

Alternative 3 differs from Alternative 2 only in magnitude. The area paved would be less by 2.3 acres, slightly lessening the surface runoff and only 7.6 acres of cut and fill slopes would be exposed to erosive forces. The mitigative measures employed would be the same as those used in Alternative 2.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Water Quality	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Water Quality		No effect on water quality.	Temporary increase in turbidity due to channelization and erosion.	M Seeding, mulching and use of hay bales to decrease erosion.	Temporary increase in turbidity due to channelization but less erosion potential than Alternative 2.	M Seeding, mulching and use of hay bales to decrease erosion.
Hydrology	Existing drainage culvert would eventually become inadequate to handle runoff.			Drainage culvert would be adequate for future runoff.		Drainage culvert would be adequate for future runoff.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Biology

Existing Setting

A 2000-foot wide corridor bordering Interstate 5 between South Tigard Interchange and North Tigard Interchange was adopted as the study area for biological impacts. Land use within the corridor varies from farm land to multistory office buildings.

The intrinsic qualities of the wildlife habitat found in the undeveloped areas which are scattered throughout the corridor do not differ markedly from brush, woodland or grassland habitat which exists throughout the lower Willamette Valley. The number of species of wildlife which reside in the corridor is severely limited by habitat parcel size and the urban nature of the surroundings and consists mainly of birds, small mammals, reptiles and amphibians which have limited home range requirements.

Natural woodlands usually occur in closed canopy stands of varying size, the largest of these being about 15 acres in area. These woodlands are usually dense and are most frequently dominated by Oregon white oak or Oregon ash with lesser amounts of Bigleaf maple, Red alder, Douglas fir, or Western red cedar. Suburban lawns, gardens and office parks are often of a woodland nature and those adjacent to natural woodlands are usually beneficial to songbirds.

Brush occupies only 5% of the land in the corridor but when adjacent to woodland, provides an important food source and cover for species of grassy areas. Grasslands occur throughout the corridor, the larger being associated with farms, school yards, and roadside right of way. Although potentially very productive, mowing limits their potential food productivity and cover

TABLE 7

SUMMARY OF HABITAT LOSS AND CHANGE BY HABITAT TYPE

	Acreages				
Alternative	TOTAL	Woodlands	Brush	Grassland	Res./Ind.
1 (No-Build)		0	0	0	0
2 (With Haines Intersection)					
a. Long Term Loss	15.2	9.7	0.6	1.3	3.6
b. Short-Term Loss Due to Clearing	19.8	*	1.7	4.9	13.2
c. Medium-Term (5-15 years) Reduction in Habitat Complexity	1.7	0	1.7	0	0
3 (Without Haines Intersection)					
a. Long Term Loss	8.3	4.4	0.4	0.9	2.6
b. Short Term Loss Due to Clearing	7.7	*	0.7	1.9	5.1
c. Medium Term Reduction in Habitat Complexity	.07	0	0.7	0	0

*Loss is already considered as long-term loss.

value. However, seasonal use by birds and small mammals is still high because of the presence of large insect populations.

There are no state or federal "threatened or endangered" species of wildlife in the study area nor are there now any habitat features which would be critical to these species. At this writing, there is no official, finalized "threatened or endangered flora" listing. Seven species of plants on the proposed list may occur in the area. Before the Final Environmental Impact Statement is prepared, the area will be investigated for these species and mitigative measures proposed if necessary.

Impacts

In general, the changes which will occur have local significance but are not significant to the wildlife resource of the county, state, or nation. Even if no highway construction occurs much the same impacts are expected as the result of future development of surrounding land. Highway changes are only expected to influence how quickly this development takes place.

Alternative 1 has the least impact on wildlife of the three alternatives. No habitat would be changed or paved. No pavement would be obliterated. Stimuli for urbanization of adjacent habitat would be least, especially if the Haines Interchange were closed. The advantage to wildlife is one of time; conditions for wildlife are expected to become worse as the area develops to the degree for which it is planned. See Table 7.

Alternative 2 would have the greatest impact on wildlife of the three alternatives. Approximately 4.7 acres of existing habitat will be paved over which would result in a direct long-term irreversible loss. Approximately 17.2 additional acres would be cleared and then revegetated of which 4.7 acres would experience long-term loss due to a qualitative reduction of habitat characteristics, 1.1 acres would sustain a medium-term loss due to a qualitative reduction in habitat characteristics where grassland replaces brush, and short-term loss would occur on 11.4 acres where grassland replaces grassland or residential habitat.

Alternative 2 which includes improvement to the Haines Intersection is expected to stimulate the planned development of the adjacent lands more than Alternatives 1 or 3. In so doing, it would have the most adverse effect of the alternatives on existing wildlife.

Alternative 3 is of approximately one-half of the magnitude of Alternative 2. In terms of habitat commitments the proportion of long-term commitments to total commitments is higher than for Alternative 2. Approximately 5.7 acres of existing habitat would be committed on a long-term basis (52% of the total area) of which 3.6 acres would be paved over and 2.1 acres would undergo long-term degradation of existing habitat characteristics. The remainder (except for 4% brush) would undergo a short-term loss of productivity (approximately 2 years). This alternative will probably have little influence on the rate of growth of adjacent areas. For a complete discussion refer to the economic impact section to which the relative influence of sewage lines versus highway access on urban development are compared.

The only way to offset this type of chronic loss of habitat, habitat quality, and time is to minimize or mitigate each loss as it occurs, realizing that the significance of an impact cannot always be judged within the limits of a single project. Measures to minimize the loss of wildlife habitat are aimed at restoring a degree of habitat variety and provide food and cover as quickly as possible to open land in the construction zone. A wide variety of songbirds would benefit if small trees and shrubs were planted in clumps along the highway.

Grasses planted for their ability to control erosion could also serve as a food source. These measures are equally applicable to Alternatives 2 and 3; no mitigation is considered necessary for Alternative 1.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

Biology	Alternative 1		Alternative 2		Alternative 3	
	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Direct Permanent Habitat Loss		None	4.7 acres		3.6 acres	
Long-Term Reduction of Habitat Quality		None	4.7 acres		2.1 acres	
Short-Term Loss of Habitat		None	12.5 acres		5.5 acres	
Loss of Habitat Due to Urbanization		Proceed at present rate	Would be accelerated.			Proceed at present rate.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Air Quality

Existing Setting

Several computer models were used to study air quality impacts. A complete description of the methodology employed in the study is contained in the Air Quality Report in Volume 2, page IX-1. Prior to the study, the methodology was presented to the Department of Environmental Quality for comments.

The existing ambient air concentrations of most pollutants in the study area are well below the Federal and Department of Environmental Quality (DEQ) standards. The only notable exception is the concentration of hydrocarbons. However, recent disclosures by the Environmental Protection Agency indicate that measurement techniques presently used by air pollution control authorities to obtain data on hydrocarbons may be invalid, and they further suggest that all such data be used only as a comparative tool and not to derive specific concentrations relative to the standard. The standard for hydrocarbons exists only for the purpose of assessing photochemical oxidant potential and does not constitute a level associated with health hazards.

Impacts

The air quality analysis indicated that total emissions hydrocarbons will continually decrease through about the mid-1990's. See Table 8. The reduction in future emissions of hydrocarbons is a benefit primarily derived from the Federal vehicle emission control strategy and not from the choice of project alternatives.

TABLE 8

TOTAL EMISSIONS SUMMARY

Project Alternatives	Study Year	Carbon Monoxide		Hydrocarbons		Nitrogen Oxides	
		Tons/Yr	Percent*	Tons/Yr	Percent*	Tons/Yr	Percent*
Alternative 1	1975	6405.55	100.0	1062.79	100.0	835.47	100.0
	1981	4095.66	63.9	819.39	77.1	771.28	92.3
	1990	1857.75	29.0	388.94	36.6	601.97	72.1
	2000	2335.24	36.5	403.27	37.9	696.68	83.4
Alternative 2	1975	0.00	0.0	0.00	0.0	0.00	0.0
	1981	4120.07	64.3	821.84	77.3	778.63	93.2
	1990	1900.23	29.7	389.78	36.7	592.65	70.9
	2000	2423.87	37.8	416.00	39.1	704.27	84.3
Alternative 3	1975	0.00	0.0	0.00	0.0	0.00	0.0
	1981	4107.73	64.1	820.73	77.2	775.72	92.8
	1990	1931.81	30.2	396.17	37.3	610.87	73.1
	2000	2452.06	38.3	418.53	39.4	710.81	85.1
Alternative 2 if Haines Extension and Jefferson Parkway are not constructed	1975	0.00	0.0	0.00	0.0	0.00	0.0
	1981	4011.72	62.6	804.10	75.7	763.29	91.4
	1990	1843.65	28.8	381.04	35.9	591.28	70.8
	2000	2385.56	37.2	410.92	38.7	701.88	84.0

*Percent shows each pollutant relative to Alternative 1 in 1975.

Due to the lack of adequate dispersion models for nitrogen dioxide, predictions of absolute concentrations is at best difficult. As with hydrocarbons, the major role of nitrogen oxides in air pollution chemistry is that of a component of the photochemical oxidation process, a process best considered on a regional basis. The total emissions calculations indicate a reduction in the emissions of nitrogen oxides through the mid-1990's as a result of the Federal vehicle emission control strategy. The reduction of nitrogen oxides is not dependent on the choice of project alternatives. Research indicates that a combined reduction in both hydrocarbons and nitric oxides will yield a reduction in the potential for photochemical oxidant formation. The effects of a reduction in hydrocarbons alone would appear to be more effective than a reduction in both pollutants. Again, it should be noted that a reduction in photochemical oxidant potential in the study area should occur with the selection of any alternative.

No violations of either the one-hour or eight-hour carbon monoxide standards are predicted to occur in any study year, regardless of the choice of project alternatives. As with the other pollutants discussed, the analysis of total emissions indicates significant reductions in carbon monoxide in future years. The effect of vehicle emissions controls will more than offset additional emissions due to traffic growth through the mid-1990's.

It does not appear at this time, assuming some future level of control on lead additives in gasoline, that the DEQ lead standard will be violated in the project area. Although predictions are difficult, existing data on ambient lead appears to support this conclusion. During construction, total particulate concentrations may exceed the 24-hour maximum ambient standard in locations of heavy construction activity, although no quantitative estimate can be made at this time. No other air quality impacts due to construction activity are predicted to occur.

In that within the prediction capabilities of existing technology, no adverse impacts due to the selection of any alternative can be found, and in further consideration of the net beneficial effect of Alternatives 1, 2 or 3 on the total emissions of major pollutants within the project area, it is concluded that advancement of any alternative will neither hinder nor prevent the attainment of clean air goals. It is the Oregon State Highway Division's determination that this project is consistent with the State of Oregon, Clean Air Act Implementation Plan. The full air quality analysis is contained in Volume 2, page IX-1; and supporting methodological data can be obtained from the Environmental Section, Room 412, Highway Building, Salem, Oregon 97310.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Air Quality	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
Pollutants		No adverse impacts.		No adverse impacts.		No adverse impacts.
Air Quality during Construction		No impacts	May be limited periods of high particulate count.	M Watering and other control measures will be used during construction.	May be limited periods of high particulate count.	M Watering and other control measures will be used during construction.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

Acoustics

Noise has become recognized as an environmental problem ranging from a nuisance to a hazard. Defined as unwanted sound, noise impacts can range from a mild annoyance, to interruption of speech and sleep, or even serious physiological arousals and permanent hearing loss. The impacts associated with highway projects are generally of the milder variety. The Federal Highway Administration guidelines for acceptable noise levels are expressed in terms of decibels. Because the most sensitive receptors in the project area are residents, the guideline for residential property was used as the maximum tolerable noise level in evaluating impacts. The guideline, L_{10} 70 dBA, means that the noise level exceeds 70 decibels (70 dBA) only 10 percent of the time (L_{10}) when measured outside the residence. There will be sporatic incidences of high noise levels but during the majority of the time, sound levels will be 70 dBA or below. Common sounds which are equivalent to 70 dBA are a vacuum cleaner from 10 feet away and a gas lawn mower from 100 feet away. Normal speech at 3 feet is approximately 65 dBA. Note: Decibels are a logrithmic rather than a linear function. See Appendix A of the Acoustical Report for further explanation.

Existing Setting

Fourteen sites were selected for noise measurements. See Figure 2. The data gathered was used to produce noise contours for the existing facility (Alternative 1-1976) and to predict that the noise levels for the other alternatives would be in 1976 if constructed and what the levels for all three alternatives would be in the year 2000.

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Figure 22 shows existing L_{10} 70 dBA noise contours.

The existing residential maximum level extends from 10 to 250 feet from the edge of the roadway, exposing approximately 49 structures to levels of noise in excess of the FHWA guideline. The wide variation in distance is due to the irregular topography in the project area. In several places embankments are situated in such a way as to create a noise "shadow"--an area of reduced noise behind a barrier. In two instances the area next to the roadway forms a deep gully with the contour falling somewhere in the middle, too high above ground level to be measured. Therefore, for all practical purposes, the L_{10} 70 dBA level is at the edge of the shoulder. This situation can be observed just south of North Tigard Interchange on Figure 22.

North of North Tigard Interchange along the shoulder that would be converted to a truck climbing lane with Alternative 2 or 3, the existing L_{10} 70 dBA noise levels eminating from I-5 extend an average of 350 feet from the edge of the outside lane on the east side of I-5 and 100 feet on the west. Noise contours for this section are shown in Figure 23. Variable topography in some areas form natural noise barriers creating noise shadows. As depicted in the figure, all but one receptor in the area between I-5 and Barbur Boulevard are subjected to L_{10} noise levels in excess of 70 dBA. On the west side of I-5, ten structures experience L_{10} 70 dBA or greater noise levels. By the year 2000, increased traffic volumes will extend the L_{10} 70 dBA level an additonal 100 feet, exposing all receptors between Barbur Boulevard and I-5 and 7 additional structures on the west side to an adverse noise condition.

Conversion of the I-5 shoulder to a truck climbing lane will expose all receptors between Barbur and I-5 to noise levels exceeding the L_{10} 70 dBA federal guideline. Additionally, receptors, on the west side of I-5 near S.W. Pasadena will experience a 3 to 5 dBA increase in noise levels. No other receptors on the west side will experience increases attributable to the truck climbing lane.

Impacts and Proposed Mitigation

If Alternative 1 is selected, the L_{10} 70 dBA noise contours would extend an additional average 100 feet from the roadway by the year 2000. See Figure 24. If the existing structures remain, 31 additional structures would be subjected to an adverse noise environment resulting in a total of approximately 80 receptors being impacted by the year 2000. Table 9 contains a summary of the impacted receptors excluding those impacted by the truck climbing lane north of North Tigard Interchange. These are discussed separately.

Table 9

Impacted Receptors in the Project Area*

	1975**	2000***
Alternative 1	49	80
Alternative 2	48	71
Alternative 3	53	79
Alternative 2 with barriers	19	34
Alternative 3 with barriers	19	33

*A receptor exposed to noise levels exceeding 70 dBA 10 percent of the time.

**Eight (8) receptors impacted primarily due to Barbur Boulevard noise.

***Thirteen (13) receptors impacted primarily due to Barbur Boulevard noise.

The impacts of Alternative 2 and Alternative 3 differ from each other only around the Haines Interchange area. See Figures 24 and 25. Although Alternative 2 levels penetrate to the east and west slightly further than Alternative 3 near the Interchange, some of the structures which are exposed to adverse noise levels with Alternative 3 would be removed by Alternative 2 so that 5 fewer structures are impacted by Alternative 2 in 1975 and 8 fewer in the year 2000. The total number of structures which would be impacted are for Alternative 2, 48 in 1976 and 71 in 2000; and for Alternative 3, 53 in 1976 and 79 in 2000. Compared to Alternative 1, Alternative 3 varies by four more structures in 1976 and one less in 2000.

Most residential properties could be shielded from adverse noise levels generated by either Alternative 2 or 3. Noise attenuating walls, fences or earth berms are proposed for the locations indicated on Figures 26 and 27. Mitigation is not proposed along the commercial property in Tigard Triangle because of the negative economic impacts which would result to the businesses. Heights and precise placement of the berms or walls will be determined during final design stages.

Along the truck climbing lane, most of the area between Barbur Boulevard and I-5 experiences L_{10} noise levels in excess of 70 dBA. All but one structure between I-5 and Barbur are impacted by the existing facility and by the year 2000 all structures would be impacted. This is attributable to the combined noise being generated by both roadways. Noise levels will increase by 3 to 5 dBA on the east side of I-5 and remain the same on the west side if the climbing lane is opened. While several properties can be screened from the noise impacts of the truck climbing lane, noise levels will continue to be above the 70 dBA guideline in the area. Three impacted areas could be mitigated to some extent.

They are a cluster of houses east of I-5 on and near S.W. Pasadena, the Cliff Manor West apartments and the apartment complex located at 4633 Huber Street. Mitigation for these areas is undergoing further study. The results of the study will be fully examined in the Final Environmental Impact Statement.

On the west side of I-5 there are two locations where mitigation is considered necessary and feasible. The first area is S.W. 48-49th and the other is S.W. Pasadena. A barrier will be constructed at each location.

IMPACTS AND PROPOSED MITIGATION

M=Proposed Mitigation

	Alternative 1		Alternative 2		Alternative 3	
Acoustics	Adverse	Beneficial + Others	Adverse	Beneficial + Others	Adverse	Beneficial + Others
1975 Noise levels Exceed L_{10} 70 dBA	49 Residences exposed to levels exceeding guidelines.		48 Residences exposed to levels exceeding guidelines.	M 29 Residences can be protected by barriers or architectural modification.	53 Residences exposed to levels exceeding guidelines.	M 34 residences can be protected by barriers or architectural modification.
2000 Noise levels Exceed L_{10} 70 dBA	80 Residences exposed to levels exceeding guidelines.		71 Residences exposed to levels exceeding guidelines.	M 37 Residences can be protected by barriers or architectural modification.	79 Residences exposed to levels exceeding guidelines.	M 46 Residences can be protected by barriers or architectural modification.

*Many impacts are considered beneficial by some and adverse by others. Those impacts which are generally considered a matter of "value judgement" will not be labeled adverse though they may be considered adverse by some.

RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The purpose of this section is to identify both short-term and long-term gains and losses and demonstrate the trade off between them, if any.

Alternative 1--Selection of this alternative would lead to short-term preservation of resources but result in long-term decline of productivity. In the short run, materials would be preserved and funds diverted to other projects in the region. Wildlife habitat would be preserved for a longer span of time although ultimately this habitat will succumb to urban growth. Both short-term and long-term planning would have to be re-evaluated as Alternative 2 is an integral part of the transportation and land use planning for this area. Without a supporting transportation network, productivity of the area would be less than optimal. Safety problems would increase over time with loss of life and costs of property damage increasing.

Alternative 2--The short-term losses of this alternative include loss of fairly low value wildlife habitat, temporary turbidity of the Fanno Creek system, destruction of several residences, the strain of relocation, property tax loss, disruption of traffic, and temporary exposure of disturbed soils to erosion.

Long-term productivity in terms of the human economic environment would be enhanced by this alternative. It offers safer more efficient transportation and improved access to the project area. In doing so, it encourages higher density development, commercial development in the Tigard Triangle along I-5, and supports the growth of the Tigard Industrial area. Long-term loss of wildlife habitat would be experienced. This alternative would also contribute to a long-term commitment of existing open spaces to urban-suburban development.

Alternative 3--The short-term losses associated with this alternative are the same as Alternative 2 but less in magnitude. Fewer houses would be displaced, less wildlife habitat lost.

Long-term productivity and safety of the interstate highway would be enhanced to the same degree as it would by Alternative 2. This in turn, would have a positive long-term impact on the productivity of the Tigard industrial area. Long-term productivity of the area adjacent to I-5 would be less than with Alternatives 1 or 2. Closure of the Haines Interchange would cause out-of-direction travel with increasing transportation costs. Development would be slower and less dense. Commercial interests in the Triangle would not be supported and some would experience economic loss. Wildlife habitat would ultimately be lost to the same degree as Alternative 2 but at a slower pace.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Alternative 1--The primary adverse irretrievable commitment of resources of this alternative is the increased loss of life and property damage due to poor safety features of the roadway. Additionally, the decreased productivity due to congestion would be irretrievable.

Alternative 2--Selection of Alternative 2 involves an irretrievable commitment of several resources. Materials, labor, federal and state funds, wildlife habitat in the right of way and housing that will be displaced are all commitments which are irretrievable and irreversible. Alternative 2, more than either of the other alternatives, represents a commitment to support the planned urban and suburban development in this area. Ultimately this process will mean an irreversible commitment of open space and wildlife habitat to residential uses and conversion of some residential land to commercial uses. While it is important to remember that this alternative contributes only in a minor way to this process, it is, nevertheless, an affirmation of that commitment.

Alternative 3--Selection of Alternative 3 also involves an irretrievable commitment of several resources. These include materials, labor, federal and state funds, wildlife habitat in the right of way, and housing that will be displaced. Alternative 3 also represents a commitment to a less dense development pattern in that it denies the access which would support that development. This is a departure from the land use and transportation planning for the area and would represent a change from existing goals, even though selection of this alternative would impact a relatively small area. Ultimately, this direction would lead to either denser development or more open space used elsewhere resulting in more wildlife habitat, farm land, or open space being used.

Selection of this alternative would commit lands in the Tigard Triangle near I-5 which are highly desirable as commercial properties if they have access to I-5, to uses that are less economically productive. And this alternative commits residents irretrievably to spending more time and incurring higher energy costs in traveling to and from the area.

1983 N. Tigard - S. Tigard 9615
Interchange Sec. Pacific Hwy.
(gr, pav, st, sig, ill) #2

NORTH TIGARD INTERCHANGE
SOUTH TIGARD INTERCHANGE

DRAFT ENVIRONMENTAL IMPACT STATEMENT

PACIFIC HIGHWAY - INTERSTATE 5

CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES

[illegible] TECHNICAL REPORTS

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TRAFFIC ANALYSIS
N. TIGARD-S. TIGARD

Methodology

The traffic projections used in this study were generated through the use of a gravity model program from the FHWA Battery of Computer Program for Urban Planning. Specifically for this study, the Tigard-Lake Grove Subarea System, a subprogram of the larger Portland-Vancouver Metropolitan Transportation System, was used.

The study assumed the completion of the Interim Transportation Plan for the Portland-Vancouver Metropolitan Area (ITP). In the project area, projects which were assumed completed were:

Kruse Way
Kerr Road Widening
72nd Avenue Interchange
Jefferson Parkway
Haines Road Extension

In addition, 68th Avenue Extension is assumed completed. Although not listed on the ITP, it is integral to at least one proposed development plan for the Tigard Triangle area and is functionally tied to the reconstruction of the Haines Interchange.

Use of the ITP elements in the traffic projections does not predetermine that these projects will be constructed in the future. The assumption was made in order to determine the maximum traffic impacts resulting from the proposed project and, conversely, occurring to the proposed project from the ITP elements.

The status of the ITP projects is variable, Kruse Way is approved and under construction. Kerr Road Widening is listed on the Transportation Improvement Program (TIP) for the Portland-Vancouver Metropolitan Area which lists projects scheduled for funding during the next 6 year period and Preliminary Engineering has been initiated for the project.

The remaining projects are not included on the ITP making it unlikely that they would be funded and constructed within the next six years. Feasibility studies are currently being done for the 72nd Avenue Interchange. The City of Lake Oswego was committed to the concept of Jefferson Parkway by approving the Mountain Park planned unit development which contains Jefferson Parkway. Haines Road Extension to 99W is only in the conceptual stage. Sixty-eight Avenue Extension is not included on the ITP, however at least two commercial properties in the triangle area have developed their property to accommodate the project. At this time, completion of the project is largely contingent upon completion of an improved Haines Interchange.

The ITP elements were assummed complete for both the existing traffic and projected traffic data. This was necessary in order to avoid the problem of determining timing for adding in elements and to have a consistent background against which the impacts resulting primarily from the proposed project could be measured.

Four traffic options were examined. Alternatives 1, 2, and 3 with all ITP projects and Alternative 2 without Jefferson Parkway and Haines Road Extension. The latter option was examined in order to isolate the traffic impact resulting from the Haines Interchange. Additional combinations were not persued because of the extraordinary time and costs involved.

Traffic demands in the I-5 corridor were assumed to be the same for both Alternative 1 and Alternative 2. Capacity restraints the point at which traffic will begin to be diverted to other facilities, were not severe enough to significantly affect traffic assignments, therefore it was assumed that traffic demands on I-5 for both Alternative 1 and Alternative 2 would be equivalent.

Traffic projections were done for 1975, to establish existing levels; 1981, showing impacts one year following completion; 1990, showing ten years following completion and 2000, showing 20 years following completion. Computer assignments for all alternatives (future years) were based on 1990 trip tables and had to be factored up to determine 2000 volumes. The complete projections which included travel speed, truck mix, and hours of highest use were used for air quality and noise research. In this report only the existing traffic, year 2000 traffic and year that traffic demand exceeds level of service "D", will be discussed. Traffic data is shown in Table I-1, and levels of service are definded in Table I-2. A weave analysis was done which determined lane requirements on I-5 between specific points. The results of the weave analysis are shown in Table I-3.

Existing Setting

Existing volumes would normally be reflected by the existing volumes of the No-build option (Alternative 1). However, in this case for reasons explained under "Methodology", Alternative 1 existing volumes assume that Haines Road Extension and Jefferson Parkway are in operation. Therefore, the 1975 volumes for Alternative II without these facilities best reflect the existing traffic volumes. (See Table I-1).

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RETAKE

Traffic demands in the I-5 corridor were assumed to be the same for both Alternative 1 and Alternative 2. Capacity restraints the point at which traffic will begin to be diverted to other facilities, were not severe enough to significantly affect traffic assignments, therefore it was assumed that traffic demands on I-5 for both Alternative 1 and Alternative 2 would be equivalent.

Traffic projections were done for 1975, to establish existing levels; 1981, showing impacts one year following completion; 1990, showing ten years following completion and 2000, showing 20 years following completion. Computer assignments for all alternatives (future years) were based on 1990 trip tables and had to be factored up to determine 2000 volumes. The complete projections which included travel speed, truck mix, and hours of highest use were used for air quality and noise research. In this report only the existing traffic, year 2000 traffic and year that traffic demand exceeds level of service "D", will be discussed. Traffic data is shown in Table I-1, and levels of service are definded in Table I-2. A weave analysis was done which determined lane requirements on I-5 between specific points. The results of the weave analysis are shown in Table I-3.

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END

OF

RETAKE

TABLE I-1

NORTH TIGARD-SOUTH TIGARD AVERAGE DAILY TRAFFIC

	1975 Volume	Approximate Year "D" Level Deteriorates to "E" Level	Capacity at "D" Service Level	2000 Demand	2000 LS [1]
ALTERNATIVE I: No Build (All ITP Facilities)					
I-5 Section:					
South Tigard-Haines Road	40,600	1984	47,600	60,700	F
Haines Road-North Tigard	41,300	1986	50,000	60,300	F
North Tigard-Capitol Highway	57,000	1991	73,100	84,000	E
Haines Overcrossing	7,200	1984	12,000	20,000	F
Barbur Blvd.(99W)-W. of N. Tigard O'xing	31,000	1974	28,800	43,900	F
ALTERNATIVE II: Build with Haines Interchange (All ITP Facilities)					
I-5 Section:					
South Tigard-Haines Road	40,600	N.A.[2]	74,000	60,700	C
Haines Road-North Tigard	41,300	N.A.	85,000	60,300	B
North Tigard-Capitol Highway	57,000	N.A.	85,000	84,000	D
Haines Overcrossing	7,200	N.A.	21,000	20,000	D
Barbur Blvd.(99W)-W. of N. Tigard O'xing	31,000	1974	28,800	43,900	F
ALTERNATIVE II Build with Haines Interchange (Haines Road Ext. or Jefferson Pkwy. not constructed other ITP Facilities included)					
I-5 Section:					
South Tigard-Haines Road	40,000	N.A.	74,000	62,200	C
Haines Road-North Tigard	41,300	N.A.	85,000	61,300	B
North Tigard-Capitol Highway	57,000	N.A.	85,000	83,300	D
Haines Overcrossing	2,500	N.A.	21,000	8,900	A
Barbur Blvd.(99W)-W. of N. Tigard O'xing	35,300	1974	28,800	47,600	F
ALTERNATIVE III: Build without Haines Interchange (All ITP Facilities)					
I-5 Section:					
South Tigard-Haines Road	41,000	N.A.	74,000	60,900	C
Haines Road-North Tigard	41,000	N.A.	85,000	60,900	B
North Tigard-Capitol Highway	57,000	N.A.	85,000	82,100	D
Haines Overcrossing	6,000	N.A.	21,000	16,600	C
Barbur Blvd.(99w)-W. of N. Tigard O'xing	31,000	1974	28,800	41,400	F

[1] LS = Level of Service--See Table III for explanation.

[2] N.A. = Not Applicable, capacity not reached within projection period.

Table I-2

LEVELS OF SERVICE ON FREEWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH.

Level of Service "C" - Considered stable flow with operating speeds between 50 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds above 40 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30-35 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" -	Free flow (relatively; some stops will occur) Average travel speed above 30 MPH.
Level of Service "B" -	Stable flow (delays not unreasonable) Average travel speed 25-30 MPH.
Level of Service "C" -	Stable flow (delays significant but acceptable) Average travel speed 20-25 MPH.
Level of Service "D" -	Approaching unstable flow (delays tolerable) Average travel speed 15-20 MPH.
Level of Service "E" -	Unstable flow (congestion, short periods of stoppages) Average travel speed approximately 15 MPH.
Level of Service "F" -	Forced flow (jammed; stop-and-go) Average travel speed less than 15 MPH.

Average Travel Speed: The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

TABLE I-3

North Tigard - South Tigard
I-5 Widening Project

Weave Analyses (2000 Traffic)

Section

South Tigard Interchange to Haines Road Interchange.

Northbound				Southbound			
Length		Width		Length		Width	
Existing	Required	Existing	Required	Existing	Required	Existing	Required
2,420'	1,600'	2 lanes	3.0 lanes	2,500'	O.R.W.[1]	2 lanes	2.7 lanes

Section

Haines Road Interchange to North Tigard Interchange.

Northbound				Southbound			
Length		Width		Length		Width	
Existing	Required	Existing	Required	Existing	Required	Existing	Required
1,500	1,100'	2 lanes	2.8 lanes	[2] 1,750'	O.R.W.	2 lanes	2.6 lanes

---

[1] O.R.W. = "Out of the Realm of Weaving", length required is not significant when compared to existing length.

[2] Traffic volume reflect this width but truck ramp movements and continuance of the accelerate and decelarte lanes indicate a 4-lane width for operational safety.

Comparing existing volumes to the capacity of I-5 at "D" level of service shown under Alternative 1, it is apparent that I-5 is operating at "C" level of service most of the time overall. However, the northbound lanes of I-5 are experiencing speed differences between trucks and passenger cars. The grade in these lanes causes trucks to reduce speed to approximately 40 miles per hour at the Haines Interchange. Passenger cars merge to the median lane to avoid being restricted to the slower truck speeds. The traffic volume in the northbound median lane is approaching "D" level of service while the southbound lanes are operating at a "C" level of service.

Haines Overcrossing is adequate for existing traffic. Barbur Boulevard (99W) is congested and is operating at a "D" level of service, west of the North Tigard Overcrossing. This capacity deficiency is noted on the Interim Transportation Plan, however, there are no proposals in the Plan that would correct the deficiency.

Haines Interchange has extremely short acceleration and deceleration "lanes" leading to the possibility of traffic being backed up into the travel lanes and increased probability of rear end collisions.

Impacts of the Proposed Action

Alternative 1 (No Build) -- The selection of this alternative would result in the "D" level of service being exceeded on I-5 in the project area between the years 1984 and 1991, depending on the segment examined. By the year 2000 (end of the 20 year design period) the facility would be operating at an "E" or "F" level of service throughout. Both Haines Overcrossing and Barbur Boulevard would be operating at an "F" level of service. Barbur Boulevard is already operating at "D" level of service. Haines Overcrossing would exceed "D" level of service in 1984 and would soon become completely inadequate to handle Jefferson Parkway and Haines Road Extension traffic.

Examination of this alternative for directional problems on I-5 reveals that northbound travel would be significantly affected by approximately 1985. A combination of upgrades and truck traffic as well as weaving movements would produce an unfavorable situation. Another problem area which is currently existing and would be aggrevated in the future is the merger of I-5 northbound truck traffic and the northbound on-ramp traffic from the North Tigard Interchange. Safety features of this movement are very poor and lead to the slowing of traffic at the merge area. The resulting traffic back up would be a factor in future capacity problems on both I-5 and Barbur Boulevard.

Alternative 2 (Build with Haines Interchange). The selection of this alternative would result in adequate capacity on I-5 through the year 2000. Weaving length in all affected sections is adequate.

The exclusive truck lane through the North Tigard Interchange will separate auto and truck movements, relieving capacity problems now resulting from slow moving trucks. In addition, the weaving pattern of trucks will be eliminated at the merger of the northbound I-5 lane and the northbound Barbur Boulevard to I-5 ramp. Both capacity and safety will be improved with the absence of weaving conflicts between trucks and autos.

The capacity levels for Haines Overcrossing assume a 48-foot wide roadway that could accommodate four lanes and would result in adequate capacity ("D" service level) through the year 2000. If Haines Road Extension and Jefferson Parkway were not constructed. the service level would remain at "A" level.

Basic traffic patterns involving the use of Haines Interchange and North Tigard Interchange would remain the same. The reconstruction of Haines Interchange, however, would result in changed traffic patterns in the neighborhood adjacent to the project. The existing frontage roads which serve as an integral part of the existing interchange as well as provide access to the neighborhoods would be replaced. The east side frontage road would be replaced by an interchange loop and access to Southwood Park would be via S.W. Southview and S.W. 62nd Avenue. On the west side, S.W. 68th Avenue would serve as the completed loop and as the primary access to properties now served by S.W. 66th Avenue.

Alternative 3 (Build without Haines Interchange). Selection of Alternative 3 would result in slightly greater capacity and safety improvements on I-5 than would result from Alternative 2 because elimination of Haines Interchange decreases the necessity of weaving. However, the primary impact of this alternative is the decreased access to areas adjacent to the freeway and the resulting out-of-direction travel required of motorists traveling to and from these areas.

With the redistribution of existing traffic currently using the Haines Interchange, several out-of-direction movements occur. Traffic generated in the residential area southeast of the interchange would use several smaller residential streets, the 60th Avenue entrace onto Barbur Boulevard, and Barbur Boulevard to travel north. To travel south they would use the Haines Overcrossing, 68th Avenue, 72nd Avenue, Beaverton-Tigard Expressway, and South Tigard Interchange.

Traffic destined to and originating from the area Southeast of the North Tigard Interchange including traffic associated with Portland

li

Community College would enter by way of the North Tigard Interchange and 60th Avenue. Those desiring to travel south would use 60th Avenue, Barbur Boulevard, and the Barbur to I-5 southbound ramp.

Motorists traveling to or from the northern half of Tigard Triangle could enter from the north by way of 60th Avenue off of Barbur, Lesser Road and Haines Overcrossing, or by way of Barbur Boulevard, and 72nd Avenue. From and to the south, they would use 72nd Avenue, Beaverton-Tigard Expressway, and South Tigard Interchange.

Motorists traveling to or from the southern half of the Tigard Triangle coming from the north on either I-5 or Barbur Boulevard would enter by 60th Avenue, Lesser Road, Haines Overcrossing, and 72nd Avenue; by way of North Tigard Interchange, Barbur Boulevard, and 72nd Avenue; or go south on I-5 to the South Tigard Interchange, west on the Beaverton-Tigard Expressway to the 72nd Avenue Interchange. Travelers from the south would not be affected as the South Tigard Interchange, Beaverton-Tigard Expressway, 72nd Avenue route is the most direct route.

Although all areas would experience some out-of-direction travel, the residential area southeast of Haines Interchange and near the interchange in the Triangle area would be the most inconvenienced by elimination of Haines Interchange.

The redistribution of traffic would result in increased traffic on residental streets such as Lesser Road and 72nd Avenue, however the impact is not severe. The greatest impact would be to 72nd Avenue which would experience an increase of 3,700 vehicles daily by 1990--a 168 percent increase. All other streets would experience a 50 percent or less increase. Haines Overcrossing, 64th Avenue and 68th Avenue would experience a decrease in traffic.

No extreme deficiencies in the alternate routes were revealed by the analysis. Traffic that would be entering to or from Barbur Boulevard would probably experience delays as this arterial is already operating at a "D" level of service. However, the volume of traffic diverted by closure of Haines Interchange does not constitute a significant change in traffic volumes. It is possible that three intersections with Barbur Boulevard--Haines Extension, 72nd Avenue and 60th Avenue--would require signalization in the future to accommodate the diverted traffic.

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Interim Transportation Plan for the Portland-Vancouver Metropolitan Area, Planning Section, Plan Development Unit, Oregon Department of Transportation, September 1975.

PLANNING AND LAND USE

1. Study Approach

Base data utilized for this study was collected and generated through personal consultations with local planning and public works officials and through field survey work by OSHD personnel. Existing land use and zoning data for the project study area was compiled from existing comprehensive plans and zoning ordinances, and from the results of a land use survey conducted by OSHD. Projected land use data was obtained from existing comprehensive plans and other relevant documents. Recent aerial photographs of the project area were utilized to check land use data collected and to to prepare base mapping.

Information concerning planning programs and processes taking place in the area was obtained through interviews with the local planning officials and by consulting local planning documents.

Information regarding the transportation planning process and other projects planned in the area was obtained by consulting the CRAG Interim Transportation Plan, the OSHD Six-Year Program, and selected urban transportation studies documents from ODOT.

The impact analysis was performed by calculating the amount and location of right-of-way required for the highway transportation improvement from a detail map prepared by OSHD. The highway improvement, as well as the frontage road system and other improvements, were mapped. This detail mapping along with aerial mosaics, zoning maps, comprehensive plan maps, and interviews, were used as resources to determine primary and secondary impacts associated with the improvement. The impact analysis itself was performed by comparing the build alternatives with the no-build alternative with regard to new land access, land proximity to existing and/or modified highway facilities, right-of-way requirements, development plans, and zoning.

The consistency determination of the proposal with adopted or proposed transportation and land use plans and statewide goals, was performed by comparing the expected consequences of implementing the highway proposal with the above plans and goals.

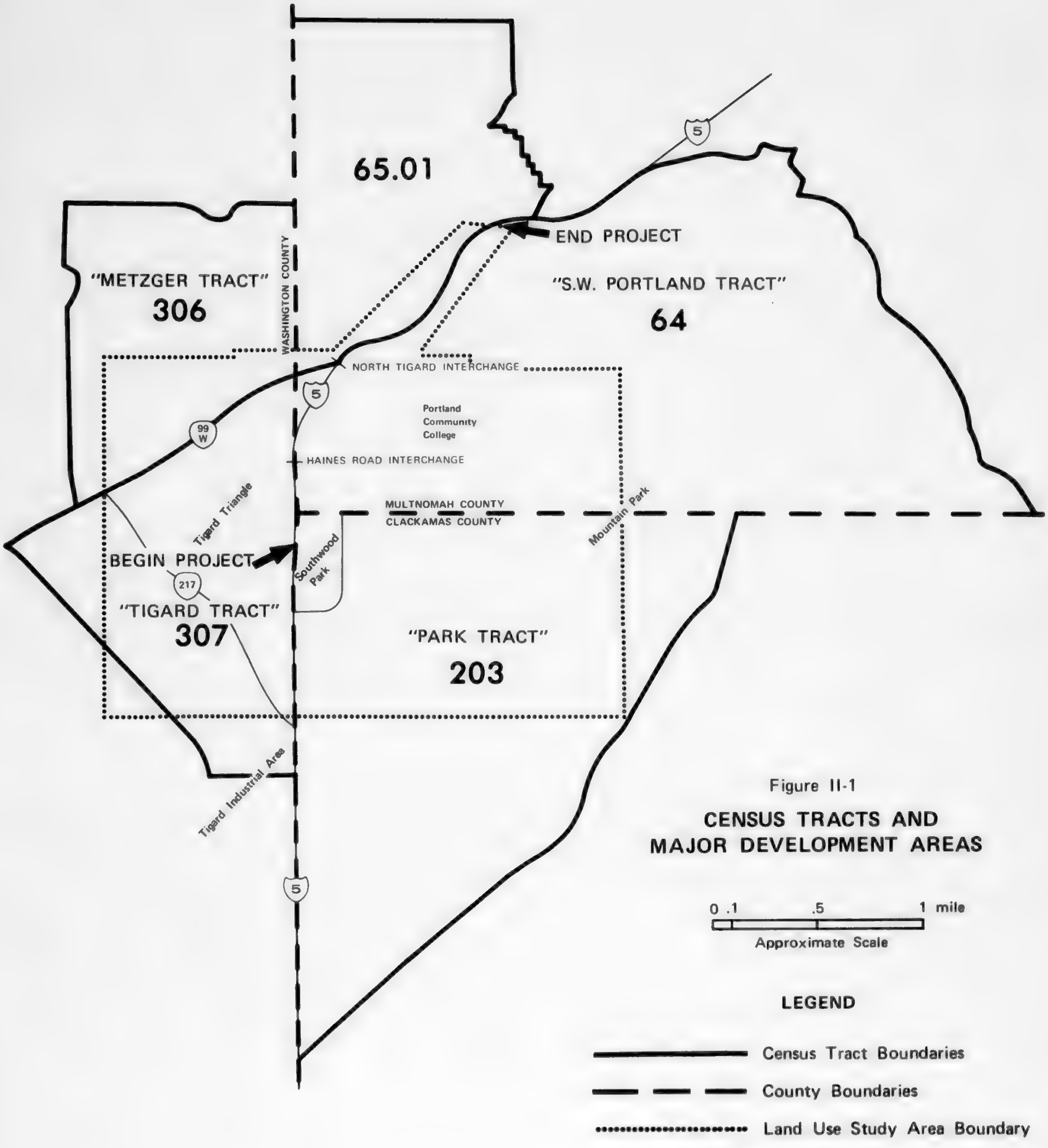
The study area was determined by identifying activity centers which would utilize or be most affected by the highway improvement proposal. The approximate boundaries chosen for the study area were Hall Boulevard to the west, Boones Ferry Road to the east, Barbur Boulevard at the North Tigard Interchange to the North, and the South Tigard Interchange to the south. (See Figure II-1).

II. Existing Setting

A. Planning Programs and Process

1. Planning Jurisdictions and Responsibilities

The project study area of the proposed highway improvement falls within the boundaries of a variety of governmental jurisdictions including Multnomah, Washington and Clackamas Counties, as well as the cities of Tigard and Lake Oswego. In addition to the above, numerous taxing districts fall within the study area confines and are as follows: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"METZGER TRACT"
306
END PROJECT
"S.W. PORTLAND TRACT"
64
WASHINGTON COUNTY
NORTH TIGARD INTERCHANGE
5
Portland
Community
College
99
W
HAINES ROAD INTERCHANGE
Tigard Triangle
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Mountain Park
BEGIN PROJECT
Southwood
Park
217
"TIGARD TRACT"
307
"PARK TRACT"
203
Tigard Industrial Area
5
0 .1 .5 1 mile
Approximate Scale
LEGEND
Census Tract Boundaries
County Boundaries
Land Use Study Area Boundary

Figure II-1

CENSUS TRACTS AND
MAJOR DEVELOPMENT AREAS

Portland Community College, Washington County School District I.E.D., Multnomah County School District, Multnomah I.E.D., Tualatin Rural Fire Protection District, Metzger Sanitation District, Capital District, Unified Sewer District, Metro Service District, Tualatin Heights Service District, Clackamas County Fire District No. 57, Clackamas County School District No. 7, and Clackamas County Intermediate Education District.

Regional planning is performed by the Columbia Region Association of Governments (CRAG) of which all of the counties and cities and some of the taxing districts mentioned above are a part. School planning is a function of the local School Districts and CRAG. The comprehensive planning functions, i.e. land use, open space, water and sewer, zoning, and subdivision regulation, are performed by the cities and counties mentioned above.

With the passage of Senate Bill 100 (ORS Chapter 197), local planning jurisdictions are required to develop comprehensive plans involving citizen participation which conform to Land Conservation and Development Commission (LCDC) goals, and to bring existing zoning into conformance with adopted plans. In order for the local jurisdictions to accomplish the above, they have initiated and are proceeding with comprehensive plan revisions.

The City of Tigard is presently working with established neighborhood planning organizations (NPO), and is in the process of establishing new NPO's in areas of Tigard which do not have them. The Tigard NPO for the project area is NPO #4, and is one out of a total of seven existing

NPO's. These NPO's are to provide the City of Tigard with citizen input in developing neighborhood land use plans. These neighborhood plans will subsequently be utilized in revising the Tigard Community Plan which was adopted by the City Council in 1971.

With a growth rate of about 15 percent annually, Tigard has been experiencing substantial development pressures over the past few years. The city's limits, therefore, have been expanding into the unincorporated areas of Washington County. This has been accomplished to a large degree through the City's annexation policies, which require recipients or prospective recipients of city services, by agreement, to allow themselves to be annexed. Within the Tigard Triangle area there have been annexations by the City of Tigard. Presently, the majority of the Tigard Triangle land area is within the planning jurisdiction of Washington County, but it is recognized that this area is within the influence sphere of the City of Tigard and that future annexations would incorporate this area. The Tigard Planning Commission was responsible for the development of a Tigard Triangle Development Plan (1971) which calls for substantial amounts of commercial and medium residential development. This development plan has, to this date, not been officially adopted.

Washington County has, in effect, a comprehensive framework plan which was adopted in November, 1973. Presently, the details to the framework plan are being developed. In order to accomplish this, local community planning organizations and comprehensive plans are being developed in conformance with LCDC goals. The community planning organization (CPO) #4 called Metzger, Tigard, and Bull Mountain CPO, extends into the Tigard Triangle area. This CPO is recognized by Washington County as the official citizen planning organization and will be utilized in the county's planning process.

Within the past 4 to 5 years zone changes have occurred in the unincorporated area of the Tigard Triangle. Two firms applied for and were granted zone changes from residential to commercial. The developments which ensued were an office building and an automobile sales dealership. Under the present comprehensive framework (policy) plan, these developments are considered to be a nonconforming use and presently may not be expanded.

Some of the residents who live in the Tigard Triangle area have complained to Washington County planning officials with regard to recent commercial encroachments. These residents would like to preserve the residential values of their land as opposed to commercial values.

Multnomah County is presently developing a new comprehensive framework plan. The county's existing plan, adopted in 1957 and revised in 1964, consists of a plan map, but does not have a text, data, policies or goals which would guide development. The County's plan, therefore, does not meet LCDC requirements. In order to bring the comprehensive plan into compliance with LCDC goals, the county has developed a long range planning program. This program includes the development and adoption of the comprehensive plan, revised zoning and subdivision regulations, capital improvement program and urban area plan.

Multnomah County has responsibility for a portion of the project area located directly east and adjacent to Interstate 5, and is bounded by Douglas Drive on the south and S.W. 47th Street on the east (approximations).

Some annexation activity has occurred in this area of the county. Both the City of Portland and Lake Oswego (primarily the Mountain Park Planned Unit Development) have had annexations in the past several years.

Multnomah County officials have expressed some concern about Mountain Park relative to new roadways proposed for that development. The roadway proposal of particular concern to the county is the proposed completion of Jefferson Parkway which would connect with Douglas and S.W. Lesser Streets. Presently, these two streets are lightly used, narrow, and in poor condition. The county is particularly concerned that a new connection would cause a substantial increase of traffic necessitating considerable improvement of these streets. However, the county presently does not have plans nor funds to improve the affected streets, and the residents living there are not favorably disposed to substantial increases in "through" traffic.

Clackamas County adopted its comprehensive plan in August of 1974. Since the establishment of LCDC goals, the county has been in the process of reevaluating its plan and rectifying zoning and comprehensive plan conflicts.

That portion of the project area which comes under the jurisdiction of the county is located immediately east and adjacent to Interstate Highway 5. The area is bounded by Kruse Way to the south, Fosberg to the east and Douglas to the north. Southwood Park, a medium density residential area, is the only development of consequence in this area. The rest of the area is primarily undeveloped.

A citizen planning organization called the Bonita Meadows Neighborhood Organization, has been active in this area. They have been particularly active during planning and public hearing phases of Kruse Way project development. The group is formalized, and has officers, but it is not known if they are going to be given official status by Clackamas County as a neighborhood planning organization.

There has been considerable concern over the type and density of land use of a considerable amount of undeveloped land immediately north of Kruse Way and south of Douglas Street. To the west, this area is bounded by the Interstate Highway and to the east by Mountain Park. New land access which Kruse Way will bring to this area, and the iminent construction of sewer facilities has made this area a prime location for development. A large track of land (the "Mormon Property"), approximately 350 acres, is owned by a single owner who proposes a planned unit development for the area similar to the Mountain Park Development. There has been some pressure on the county to allow subdivision of the land just north of the 350 acre parcel. However, residents from Lake Oswego, the Oregon Environmental Council and other groups and individuals have opposed high density development of any kind in the area. As a result of public pressure and consultation with the city of Lake Oswego, which has considered this area as being within its sphere of influence, the county zoned the area a rural zone, allowing for low density residential development.

Some significant annexation activity has recently occurred in the project area, partially as a result of a judgment of the Circuit Court of the State of Oregon. There had been several areas of conflict in relationship to the Kruse Way proposal, such as landscaping, design criteria, speed limit, local governmental responsibility for the highway facility and land access to the highway proposal. The conflict resulted in petitions being filed by the West Clackamas

County League of Women Voters, Oregon Environmental Council, and others, with the Court alleging that the proposed county road (Kruse Way) was in violation of the August 7, 1974 Clackamas County Comprehensive Plan. The result of the litigation ended in a settlement (only partially explained here) which required the following:

(1) That the Board of County Commissioners and the City Council of Lake Oswego shall jointly apply to the Portland Metropolitan Area Boundary Commission in favor of annexation of the entire right-of-way of Kruse Way to the City of Lake Oswego. Upon annexation of the right-of-way, the City of Lake Oswego shall assume ownership of, responsibility for, and control of right-of-way, including control of access to and from the highway.

(2) That the Board of County Commissioners and the County Planning Commission shall consider and institute proceedings on two proposals to amend the Clackamas County Comprehensive Plan. One of these was an amendment which would provide for the creation of a "special area" classification for those county lands having peculiar or special local or regional significance or sensitivity. Lands affected by Kruse Way right-of-way shall be identified and considered for a "Bonita Meadows" special area.

Pursuant to this final judgment, annexation proceedings commenced. However, the City of Lake Oswego applied not only for the annexation of right-of-way, but also for the 350 acre tract of land, known as the "Mormon Property." In addition, the City of Tigard also applied for the annexation of the "Mormon Property" since they would be providing, directly or indirectly, sewer services to that property. The Boundary Commission ruled in favor of the City of Lake Oswego, recognizing that this property is in the City's sphere of influence and that access control to that land would be the City's responsibility. It has been reported that this annexation will be protested and possibly challenged by the Mormon Church who owns the property.

The City of Lake Oswego has a comprehensive general plan in effect which was adopted in 1963. In addition, the City adopted community goals in November of 1974. The City, along with most other communities, is revising and updating its plan to conform to LCDC goals. The area recently annexed to the City will be evaluated for carrying capacity, access, zoning, etc., during the comprehensive plan update, since new transportation and service improvements are being proposed for this area.

2. Transportation Planning

Federal Highway regulations require that urban areas with a core city of 50,000 or more population have a continuing, comprehensive transportation planning process conducted cooperatively by the State and the local community.

Transportation planning in the area of the project is provided by the Portland-Vancouver Metropolitan Area Transportation Study (PVMATS). The study is conducted jointly by the Oregon Department of Transportation (ODOT) and the Columbia Region Association of Governments (CRAG). The ODOT provides the study with engineering and modeling services whereas the CRAG provides land use and other planning input.

Urban transportation planning in the Portland Metropolitan Area has been provided from 1959 to the present. During the period a number of transportation planning documents and policies have emerged. Most recently, the Interim Transportation Plan for the Portland-Vancouver Metropolitan Area has been prepared and is now in effect. The CRAG board formally rejected PVMATS, adopted in 1969 and replaced it with the Interim Transportation Plan in 1975. This plan generally provides for the construction of major new transit improvements, the continued operation and maintenance of existing highways, and the completion of I-205, I-505, and several other facilities of smaller scale.

The Interim Transportation Plan (for 1990) is termed "interim" inasmuch as a final, long-range, multi-modal transportation plan is yet to be prepared. The Interim Plan, nevertheless, is to guide long-range transit and highway development decisions until a complete transportation plan can be prepared and adopted.

3. Water and Sewer Planning

Some of the major determinants to the intensity and location of development in the study area are the availability of sewer services and potable water. Sewer service has been the most critical factor, since water is more readily available. Some applications for development, particularly in the Tigard Triangle area and in the areas immediately to the east in Multnomah and Clackamas Counties, and in the newly annexed portion of the City of Lake Oswego have been denied and are being discouraged on the basis of unavailability of adequate sewage disposal facilities.

Presently in effect in the area (adopted in January, 1969) is the Tualatin Basin Water and Sewerage Plan prepared for Washington County in cooperation with Clackamas County. However, during the past 25 years, planning for water and sewerage facilities in the study area has generally been confined to localized areas. This approach has resulted in a proliferation of small systems administered by close to 60 different cities and special districts. Current growth trends and projections for future growth in the Tualatin River Basin have demonstrated the critical need for area-wide water and sewerage planning and gave rise to the Tualatin Basin Plan.

With respect to the study area, the plan provides for the construction of an advanced waste water (tertiary) treatment plant at Durham on the Tualatin River. The plant is presently under construction and is anticipated to commence operation shortly. The plant is intended to take the place of several smaller existing plants, provide for greater capacity, and serve the study area with advanced treatment once sewer line facilities are constructed.

B. Proposed Transportation Facilities

The following table lists ten projects which are proposed for the study area. Of those listed, five are contained in the Interim Transportation Plan. Kruse Way is in the Interim Plan and is presently under construction. The last five projects listed are proposals contained in the Tigard Triangle Development Plan. Commerical and medium density residential development has been proposed in the Tigard Triangle and the five projects located therein would accomodate that development.

TABLE II-1

PROPOSED HIGHWAY AND STREET IMPROVEMENTS

County	Project	Section	Length in Miles	No. of Lanes		Type of Improve.
				Existing	Proposed	
Clackamas	Kerr Road*	SW Boones Ferr Rd. to Jefferson Parkway	1.0	2	2	Road Improvement
Clackamas	Jefferson Parkway*	Fosberg Rd. to Kerr Rd.	0.8		2	New facility
Clackamas	Kruse Way*	S. Tigard Int. to SW Boones Ferry Road	1.3		4	New facility
Washington	SW 72nd Int.*	Beaverton-Tigard Highway			-	Full Diamond Interchange
Washington	SW 72nd Int.*	Beaverton-Tigard Hwy.-SW Boones Ferry Rd.	1.6	6	6	Turning Lane
Washington	68th Avenue	Approx. SW Hampton to SW Haines			2 or 4	Improvement/ New facility
Washington	Haines Rd. Ext.	I-5 to Hwy. 99W			4	New facility
Washington	Hampton	SW 72nd Ave-68th Ave.			2 or 4	Road Improvement
Washington	Dartmouth	SW 68th Ave-Hwy 99W			2	New facility
Washington	70th Avenue	SW Hampton-Haines Road			2	New facility

SOURCES: *CRAG ITP
Kruse Way EIS, Appendix C, P. C-1
Tigard Triangle Development Plan

C. Land Use Trends

The study area is located just south of the city limits of Portland and is considered to be a suburb of that City. As is commonly known, growth in the suburbs of cities has been very rapid over the past two decades throughout most of the United States. This is particularly true of the Portland suburban area.

In the project study area, a great amount of acreage has been converted from farmland, pasture, and vacant land, to industrial, commercial, institutional and residential. Within the past several years there has been the development of an industrial park just southwest of the South Tigard Interchange and an office park just north of there. Also, an extensive planned unit development (Mountain Park) presently comprised of medium density residential development, and a college (Portland Community College) have been constructed within the past ten years.

The study area has substantial amounts of vacant and/or undeveloped land. This land is virtually surrounded by urban type development and can be considered prime land for urban use. Commercial and medium density residential developments have been most extensive and are likely to continue in the next few years, as services are planned and expected to be provided within the next ten years.

D. Existing Land Use

Residential

The majority of residential land in the study area may be classified as single family. Most of this residential land use takes the form of spotty, single family development and relatively small subdivisions, reflecting the type of construction which flourished in the late 1950's and early 1960's. Southwood Park is indicative of this type of development. Many of these residential areas have been isolated by expanding commercial and development districts and experience the corresponding transportation, noise, and esthetic impacts.

There are some single family residences on small acreage, most of which are located in the vicinity of Fosberg, Rogers and Peters Roads. The balance of the residential area is a development of planned, clustered homes in the new Mountain Park Planned Unit Development.

There is very little multi-family residential usage in the land use project area. There are four complexes to the north of Barbur Boulevard; one apartment complex and three duplexes east of North Tigard Interchange; and one apartment complex west of Highway 217 on Hunziker Street. The remainder of the multi-family dwellings are located in Mountain Park. There are three large apartment complexes, two of which are within the given parameters of the study area. Further apartment complexes are planned north and south of McNary Parkway.

There are no mobile home parks in the scope of the project area.

Industrial

The only industrial land use in the study area is east of Fanno Creek and southwest of Highway 217. It is a part of a long chain of industrial land use adjacent to the railroad, west of I-5. This industrial growth occurred because of the excellent access to major transportation facilities, as well as the availability of large and relatively inexpensive tracts of land. Large manufacturing plants and warehouses are located along Hunziker Street. The Sandberg Center contains a relatively new business-industrial planned development, with office and sales buildings (Hyster, Burroughs, 1st State Bank of Oregon Administrative Services), as well as small light manufacturing enterprises (Byers Photo Equipment, Community Press and Leber Inks). There is still developable vacant land, which is suitable for possible industrial expansion.

Commercial

The majority of the commercial activity in the land use study area is located along Barbur Boulevard and takes the form of strip commercial development, extending from the intersection at Highway 217 to the North Tigard Interchange. To the north of Barbur Boulevard, adjacent commercial activity ranges from small retail trade establishments to large retail centers (Fred Meyer), and a General Motors Training Center.

On the south side of Barbur Boulevard, commercial establishments include restaurants and the Tigard Veterinarian Hospital. In contrast to the commercial frontage along the north side, there are small pockets of conflicting land uses on the south side of Barbur Boulevard, including residential and public service uses. Conflicting land uses, as well as traffic congestion and sign pollution are indicative of strip commercial development.

Most of the remaining commercial activity is located inside the Tigard Triangle. Aside from the strip commercial along Barbur Boulevard, Vic Alfonso Ford and Allstate Insurance maintain facilities in the Triangle on 66th Avenue, immediately west of I-5. Family Drive-in Theater is located along 72nd Avenue, with access from Barbur Boulevard.

The balance of commercial use in the Triangle is composed of office Development. Plaza Southwest is located off of Atlanta Street; Lamb-Weston, Inc. and Lincolnwood have developed on Hampton Street; and Farmer's Insurance is at the southern tip of the Triangle.

The aforementioned Sandberg Center, located just south of the Triangle, east of 72nd Avenue, also contains commercial buildings and administrative services.

Public Service and Institutions

Schools

There is one public school in the project area, Lewis Elementary School located east of Highway 217 along 72nd Avenue. It is part of the Tigard School District #23J. The Tigard Community Plan indicates a future elementary school site north of Pfaffle Street and south of Oak Street.

Portland Community College, located on SW 49th Avenue, makes up a substantial percentage of the developed land east of I-5 within the project area.

The Learning Tree Day Care School and School of Music is located in Mountain Park.

Parks and Recreation Areas

Lesser Park is an existing, completely undeveloped park just west of Portland Community College. There are no current plans for its development and it is likely that the City of Portland will eventually take over maintenance of the park. Multnomah County anticipates no future county parks in the vicinity.

Both Washington and Clackamas county pointed to specific open space needs as the population grows. Because the project area will probably eventually become a developed urban area, parks and recreational facilities will need to be considered before development precludes their establishment.

Clackamas County indicates in its Comprehensive Plan, 1974, that the northwestern portion of the county is in need of "high density recreational areas and neighborhood parks." However, there are no existing sites or proposed locations for parks in this area. The Clackamas County Parks Director, Don Broadsword, indicated that a local park system would probably more effectively serve this vicinity.

There are no existing or proposed parks under Washington County jurisdiction in the land use study area. The County is currently working on a parks and open space plan, which is anticipated to be completed shortly.

The City of Tigard indicated its desire to use the area abutting Fanno Creek as a park and recreation area, and to retain its natural state as much as possible. The Phil Lewis School site provides recreational facilities, and a park is proposed adjacent to the school just west of Beveland Street.

There has been discussion of a possible three acre park in the vicinity of 72nd and Varns to provide open space for that residential area, which is becoming isolated by commercial and industrial development.

The Tigard Community Plan also indicates a proposed regional park along Highway 217 between Schools Ferry Road and Hall Boulevard, to be implemented by the City of Tigard, the City of Beaverton, Tualatin Hills Park and Recreation District, and Washington County. Although this park is not in the land use study area, it will help provide for the recreational needs in the area.

Mountain Park provides parks and recreational areas for its residents. These include tennis courts, swimming pools, a recreation center, playgrounds, and paved trails in designated areas.

Churches

There are four churches in the study area. The New Apostolic Church on 64th Avenue, Southwood Park Baptist Church on 7th Avenue, and Tigard Friends Church on 72nd, are located west of I-5. East of I-5, there is one church, Southwood Park First Evangelical Free Church located on 60th Avenue. There will be a new church in Mountain Park, utilizing the facilities previously developed as the Equestrian Center.

Utilities

There is a Portland General Electric power substation in the Tigard Triangle near the North Tigard Interchange, a substation east of the study area, serving Mountain Park; two water towers on 66th Avenue, one water tower off of 61st Avenue serving the Southwood Park residential development, and a water tower east of Portland Community College.

Mountain Park maintains its own utilities, including two pumping stations within the boundaries of the study area, a large water tower northwest of the development, and a substation (east of the study area).

A sewage treatment plant in the southeast corner of Southwood Park residential area services that subdivision.

Miscellaneous

There is a small American Legion Hall on the corner of 72nd and Villa Ridge Road.

Amart Farms maintains a small private airstrip near Fosberg Road.

Vacant Land

The amount of vacant land in the project area is substantial. In part, its location, zoning ordinances and boundaries, will determine the eventual type of development which may be anticipated in the future.

E. Zoning and Future Land Use

Zoning responsibilities are shared by five governmental jurisdictions in the study area; Washington, Clackamas and Multnomah Counties, and the Cities of Lake Oswego and Tigard.

Washington County zoning within the Tigard Triangle has been classified as Urban Residential, Community Retail Commercial, General Extensive Commercial and Limited Manufacturing Production (Medium Density). (See Figure II-2). Most of the land under Washington County jurisdiction immediately adjacent to I-5 within the Triangle, is classified as Commercial (Community Retail Commercial and General Extensive Commercial). Some of this land is currently in low density residential usage. When the area in the Triangle is provided with improved access, pressure for commercial use along I-5 is likely.

Washington County also provides for industrial growth in the western sector of the Triangle. At this time, the property is vacant.

The remainder of land under Washington County jurisdiction has been designated urban residential with conditional uses permitted.

According to the Washington County Comprehensive Framework Plan, October, 1973, the entire study area west of I-5 is specified urban in nature.

The Tigard Triangle Development Plan, December 1971, indicates a "mixed use" plan, (developed as planned units) as the future expected growth pattern. The Triangle is designated as residential-commercial by the Tigard Community Plan, and as such is intended to accommodate low-and high-rise apartments, office buildings and related shops, restaurants and service establishments. Specifically, a residential neighborhood is planned for the center of the Triangle, an office park along I-5, and highway commercial activity along 99W.

A potential motel complex site along Highway 217 is included in the Tigard Triangle Development Plan, as well as a potential park site located adjacent (northwest) to the Phil Lewis Elementary School. This plan, in contrast to the Washington County current zoning designations, projects no future industrial activity within the Triangle.

The Tigard Planning Commission also has long-range plans to initiate several pedestrianways and parks using current street locations and the Fanno Creek buffer area.

In general, Tigard's current zoning in the project area has the capability of adapting to the Community Plan with relative ease. However, it is not entirely in conformance to the Community Plan. The only area, however, in which there might be some difficulty is a small section along Highway 217 in the Triangle (at the end of Beveland Street) which is designated C3. If this were developed commercially, as it is currently zoned,efforts to develop the proposed potential park on that parcel would be virtually blocked.

Multnomah County zoning in the study area is in relative concurrence to the current land use. An overall comprehensive plan was not available to determine future expectations for the vicinity and to compare current zoning with those plans. A problem may exist with the current zoning (between I-5 and Pacific Highway) along the truck-climbing lane. The zoning there also conforms to current use, but some of that existing residential use may conflict with the adjacent highway use.

Clackamas County zoning is in conformance with current land use and future expectations, with one exception. There is a large parcel (the Mormon property of about 350 acres) east of the

South Tigard Interchange. In all probability this acreage will be developed into a planned unit development, with resultant service and transportation needs. (The property is currently zoned rural residential, with a minimum lot size of 30,000 square feet).

Lake Oswego has jurisdiction over the Mountain Park residential area (zoned Planned Unit Development) and the rural residential area to the south of Mountain Park. No zoning conflicts are noted.

Mountain Park is expected to construct a Town Center west of Jefferson Parkway. It will include a large number of retail shops and multi-family dwellings. Although these facilities are built with the needs of the immediate community in mind, it may be assumed that a large shopping area, as proposed, might draw from the region.

III. Impacts and Mitigation (by Alternatives)

A. Primary and Secondary Impacts

1. Land Use Conversions

The two "build" alternatives would both require acreage for right-of-way.

Alternative 2, which includes the improvement of the Haines Road Interchange along with the I-5 widening and North Tigard Interchange modifications, would require approximately 14 acres of land. This land would be comprised primarily of residential land uses and minor amounts of vacant or undeveloped, commercial and institutional uses. It is estimated that the Haines Road Interchange improvement alone would require about six acres, primarily composed of residential land. Revisions to the North Tigard Interchange and the I-5 widening would primarily require residential, and vacant property. As a result, approximately 14 acres of mostly residential property would be converted to transportation use.

Alternative 3 provides for the widening of I-5 and revision of the North Tigard Interchange, but would not provide for an interchange at Haines Road. With the Haines Road ramps eliminated, Alternative 3 would require about 8 acres of mostly commercial, residential and vacant land for transportation use.

Alternative 1, the no-build, would maintain the status quo and would not require the conversion of existing land use to transportation use.

2. Visibility of Adjacent Lands to Traffic

Regardless of which alternative is implemented, lands adjacent to the I-5 freeway will receive great amounts of visibility or exposure to vehicular traffic. This effect may not be desirable to residential values, but would be of an economic benefit to commercial values. This is particularly true for land adjacent to and located west of the freeway in the Tigard Triangle. Access and exposure have contributed to commercial establishments locating in full view of freeway traffic, such as the Farmers Insurance building and Vic Alfonso Ford. This type of visibility can be worth thousands of dollars to these firms each year. This form of advertising can be considered an advantage and a significant determinant of land suitability for business or commercial use. In some cases highway visibility of residential areas, such as planned unit developments, apartments, retirement parks, etc., can serve to attract potential home buyers or renters.

Alternative 2 would provide increased visibility along the freeway, but would no longer provide for the utilization of the Haines Road Interchange.

The No-Build Alternative (Alternative 1) would not increase capacity and would, therefore, offer the least visibility potential of the alternatives.

3. Land Access

The three alternatives present substantial differences in access to lands located in the Tigard Triangle and the area just east of the freeway opposing the Triangle. In this regard, the I-5 widening is not as significant as the reconstruction or elimination of the Haines Road Interchange.

Alternative 2 provides for the improvement of the Haines Road Interchange and would be most conducive to commercial and residential growth in the study area. On the west side of the freeway, in the Tigard Triangle the interchange proposal would provide for the improvement of the existing road system, connecting with on and off ramps of the interchange. These improvements are deemed necessary since the construction of the ramps would disrupt several existing streets and others are considered inadequate to accommodate projected traffic demands. These streets to be improved are a portion of SW Haines Road, SW 68th Avenue from Haines Road to SW Franklin Street, and a portion of Franklin Street.

The most significant improvement from a development standpoint is SW 68th Avenue. Presently, only portions of 68th Avenue exist. The improvement would make 68th Avenue continuous from Haines Road to SW Hampton Street.

With this type of improved land access from the freeway to the Tigard Triangle, commercial and medium to high density residential property values are expected to increase. This, in turn, is expected to increase the desirability of this area for development, and would likely accelerate existing developmental trends. Factors which have hindered development of land in the Triangle have been poor access into and out of the Triangle from the bordering highways, and an inadequate internal circulation system that is confusing and largely undeveloped. The implementation of the Haines Road Interchange improvement would partially negate these hinderences by improving and maintaining access and by improving traffic circulation.

On the east side of the freeway, the interchange proposal would not significantly change access since basically the existing circulation scheme would be maintained. SW 65th Avenue would be shifted to the east by several feet, and SW Southview Street and SW 62nd Avenue are being improved to accommodate interchange-related traffic.

Since access on the east side would be maintained and safety of the interchange improved, use of the facility would be encouraged and made attractive for existing surrounding residential development. By and large, residential values would be maintained and undeveloped or developing residential lands would be made more attractive for growth.

Alternative 3 provides for the elimination of the existing access and egress at Haines Road. This closure would reduce accessibility on both sides of the freeway. The existing developmental problems in the Triangle would be compounded, and access to the residential areas would become more indirect.

In the Tigard Triangle new access to lands would not be established via the frontage road system and existing access would be shifted to SW 72nd Avenue via Highway 217 from the south and Barbur Boulevard from the north.

Access to Southwood Park and other residential areas east of the freeway would be shifted to SW 60th Avenue via Barbur Boulevard from the south and north. SW 72nd Avenue via Highway 217 and Haines Road overcrossing could become an alternate source of access from the south.

With the elimination of the existing interchange and the reduction in access, commercial and residential growth in the Tigard Triangle would be retarded and the patterns of development would likely shift to the points of best or closest access to the existing highway facilities. Existing commercial development, such as Vic Alfonso Ford, would likely experience some hardship and existing property values in the vicinity of the interchange would likely stagnate or be reduced as a result of the closure.

Closure of the interchange would not affect the existing residential areas east of the interchange as much as the commercial development in the Tigard Triangle. Travel times would be slightly increased for local residents and access would be more indirect. However, considerable vacant land east of Southwood Park is prime land for future residential development once services can be supplied. Less direct access to these vacant lands from the interstate highway would likely retard their development to some degree.

Alternative 1 would not hinder or stimulate existing developmental trends in the Haines Road Interchange area. Present access would be maintained, and the existing poor circulation and scattered patterns of development would persist.

4. Potential Zone Change Areas

As has previously been mentioned, there has been a substantial amount of land use change in the study area as a result of developmental pressures. Much of this change was allowed as a result of zone changes being approved which permitted a new or more intense type of land use activity.

If Alternative 2 is implemented, there would likely be an accelerattion of zone change applications made for areas in the Tigard Triangle and areas east of there. This would be particularly true once sewerage facilities are available to these areas.

Specifically, the planning jurisdictions which would be most affected by pressures to change existing zoning would be Washington County and City of Lake Oswego for areas east of the freeway opposite the Triangle.

The periphery of the Triangle is mostly incorporated (City of Tigard) and zoned for commercial uses permitting retail stores, and offices. In contrast, the "heart" of the Triangle is unincorporated (Washington County) and primarily zoned for single family residential use with a minimum lot size of 7,000 square feet. It is this unincorporated portion of the Triangle which would be most affected by land use zone changes. With the extension of service (sewerage facilities), into this area, zone changes (which would allow higher density residential development than presently existing and commercial development to occur) would be accelerated.

With comprehensive plan revisions being undertaken by Washington County, and the possibility of the "heart" of the Triangle being annexed to the City of Tigard as services are extended, zoning may be adopted implemeting a land use plan which is sensitive to land suitability and values. If this occurs, piecemeal zoning changes as a result of developmental trends would be kept to a minimum, since zoning ordinances and comprehensive plans would already have provided for these trends.

Opposite the Tigard Triangle in an area just east of Southwood Park and north of Kruse Way, present zoning allows for residential use with a minimum lot size of 30,000 square feet. However, with the extension of services, and the incorporation of the "Mormon property" into the City of Lake Oswego, it is likely that the area will be rezoned to allow for higher density residential use. This rezoning would occur regardless of the Haines Road Interchange improvement, but the proposal (Alternative 2) would likely accelerate the zone changes.

North of the North Tigard Interchange the proposed truck climbing lane in Alternative 2 and 3 may tend to make residential use of the land on either side of I-5 to be less desirable because of the noise. If this area were all zoned commercial there would be much less conflict than will exist with continued residential use.

B. Consistency Determination of Proposal

The Interstate 5 widening and Haines Road Interchange improvement proposals are not listed as projects in the Interim Transportation

Plan for the Portland-Vancouver Metropolitan Area. However, the transportation test network and traffic assignments for 1990 assumed these improvements.

Also, the proposal is included in the 1975 Oregon State Highway Division Annual Six-Year-Construction Program.

The proposal generally appears to be in conformance with the Land Conservation and Development Commission goal on transportation. This goal is "to provide and encourage a safe, convenient and economic transportation system." The goal also addresses the necessary characteristics of a transportation plan. The ninth requirement states that a transportation plan shall "conform with local and regional comprehensive land use plans." Alternative 2 appears to conform with this provision, since the proposed highway improvements are assumed in the regional transportation plan and called for by the local jurisdictions in all but one of the comprehensive plans.

The adopted Tigard Community Plan provides for the proposed widening and interchange imrpovement, and for residential-commercial development within the Tigard Triangle. The traffic circulation plan also calls for the improvement and extension of SW 68th Avenue and the extension of Haines Road. The proposed highway project would in part provide for these traffic circulation improvements.

The transportation element of Clackamas County's comprehensive plan discusses I-5 and recognized the proposed widening from four to six lanes.

Most of the eastern half of the Haines Road Interchange is located just inside the Multnomah County line. However, the proposed interchange improvement is not listed as a project in the Interim Transportation Plan for Multnomah County, nor is there any discussion of this improvement in the County's existing adopted comprehensive plan. The reason for this is that there is only a plan map and no narrative, and individual transportation improvements in the county are not identified. Therefore, a determination as to whether Alternative 2 is or is not consistent with the adopted comprehensive plan cannot be made.

The Washington County comprehensie framework plan is a general document intended to establish a definite growth and resource conservation policy and broad umbrella policies which provide the framework for a continuing planning process. It, therefore, does not detail specific transportation and land use proposals. It does, however, assign broad categories of planned or future land use to various areas of the County. The Tigard Triangle, which is the area of concern, is assigned the broad category of "urban" use. It is assumed that this category would allow for the type of development and transportation facilities proposed for the Triangle in the Tigard Community Plan and the Tigard Triangle Development Plan (unadopted).

C. Measures to Minimize Harm

Plans for the study area call for growth. This means the conversion of land from an exiting use to a new use. The transition from one use to another in an area can be unpleasant and value conflicting for some, especially if a mixture of incompatible uses develop. The proposed improvements, especially with regard to the interchange, are expected to facilitate and probably accelerate existing land use trends. This would be less of a problem for the area east of the freeway than it would be for the Tigard Triangle. The area east of the freeway is expected to be quite homogeneous in that uses other than residential (either low or medium density residential) would likely not occur.

In contrast, plans for the Tigard Triangle have identified a mixture of uses ranging from industrial to residential. It is here that precautions should be taken by the local planning authority to see that conflicting or incompatible uses are adequately buffered or separated. This can be accomplished by ascertaining suitable land use and community values and adopting a compatible comprehensive land use plan and zoning ordinances for the Triangle.

Since two planning jurisdictions (City of Tigard and Washington County) have land use and zoning responsibilities in the Tigard Triangle, a great deal of coordination between the two entities would have to occur. The difficulty in establishing a comprehensive plan and appropriate zoning ordinances, assuming services are provided, could be lessened if the Tigard Triangle were under one jurisdiction such as the City of Tigard. However, annexation procedures are complex and unpredictable.

Multnomah County should consider zoning all of the area between I-5 and Pacific Highway north of the North Tigard

Interchange and south of Capital Highway intersection as commercial land. This would allow for good visual exposure of commercial establishments and at the same time eliminate the problem associated with highway noise and residential use of this area.

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CONTACTS

Multnomah County

Tualatin Hills Park and Recreation District

City of Portland

City of Tigard (Dick Bolen, Planning Director)

City of Lake Oswego (Glenn Holzemer)

Clackamas County (Don Broadsword)

Washington County

ECONOMICS

SOURCES AND USES OF DATA

Much of the data for the existing setting is taken from the 1970 census data. This is supplemented by the 1970 land use data which was obtained by the Columbia Region Association of Governments. Where necessary, information from local officials was utilized when other data were not available.

There are several limitations in using the 1970 census data. It is now the last half of the decade and the 1970 figures are partially outdated. The population figures have changed, particularly in census tracts 64 and 203 where some residential development has taken place since 1970. The housing and income values have increased substantially since the beginning of the decade. 1970 values, however, are useful for comparative purposes.

There were no data on the Tigard Industrial Area; hence an inventory was made of this area. To obtain information on the potential displacees, personal interviews were conducted (in 1973) with each household, and/or property owner. This information was updated to 1976 where necessary. To obtain estimates of the reduction in the tax base, county assessed values were used.

EXISTING SETTING

The Region

The Portland metropolitan area or the Portland, Oregon-Vancouver Standard Metropolitan Statistical Area (SMSA)* is the major urban center in the

*The Portland Standard Metropolitan Statistical Area consists of four counties -- Multnomah, Washington and Clackamas in Oregon, and Clark, in Washington State. According to the U.S. Census definition, an SMSA is a county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or twin cities with a combined population of at least 50,000.

northern Oregon-southern Washington region, with slightly more than one million inhabitants. As the center for this area, it serves as the collection and distribution center for goods.

This movement of goods is made possible by the transportation system, which includes, besides two major interstate highways, several railroad firms, extensive port facilities and an international airport.

The major north-south highway, I-5, links the urban area with other parts of the west coast. Since the section of I-5 which has been designated as the project lies within the metropolitan area, this section of I-5 also serves as a transporter of intraurban traffic.

The Immediate Impact Area

The immediate impact area consists of those sections of the urban area where most of the economic impacts would occur. The area consists of four census tracts: 64, 203, 306, and 307. Their boundaries are shown in Figure III-1 which also shows the land use study area boundary.

There are several reasons why the boundaries of the census tracts were chosen. Census tracts are used because of the wealth of data from the 1970 census. By delineating the immediate impact area along census tract boundaries it is possible to compare the various census tracts and the immediate impact area with the SMSA.

There is a census tract to the north of the project, 65.01 (shown on Figure III-1), which was not included in the immediate impact area. Traffic analysis showed that there is relatively little travel between the excluded tract and the project section of I-5. Any of the three alternatives would have considerably fewer economic impacts in the excluded census tract than in the four census tracts designated as the immediate impact area. No right of way is required from this tract.

As Tables 1 and 2 show, the four census tracts designated as the immediate impact area are characteristic of many suburban areas: a higher median income and value of housing than the overall urban area (SMSA), as well as more recent housing. There are several interesting distinctions between each of the four census tracts within the designated immediate impact area.

Of the four census tracts, 306 is the most developed. It has the smallest amount of vacant land (7.6%) and over four people per total acre. Both this tract and census tract 64 are "older" areas in terms of residential development. Over three-fourths of the housing in 64 was built before 1960; in 306 over two-thirds was built before that date. In contrast, over half the housing in 307 was built after 1960. Census tract 64 can be viewed as a relatively older area with a substantial amount of land (one-fourth) still vacant. Income data also indicates that this tract is also the most wealthy of the four census tracts. It has low density housing on hilly terrain with some excellent views.

Of the four tracts, #203 is the least developed with almost half the land vacant. (The reader at this point may find it useful to view the existing land use map found in the urban planning research report.) Much of this lack of development is due to the absence of a sewer system and a transportation network. The opening of Kruse Way, which extends eastward from Highway 217 through this census tract, and the installation of sewer trunk lines from the Unified Sewer Agency should be a considerable stimulus to development and the concomitant rise in land values.

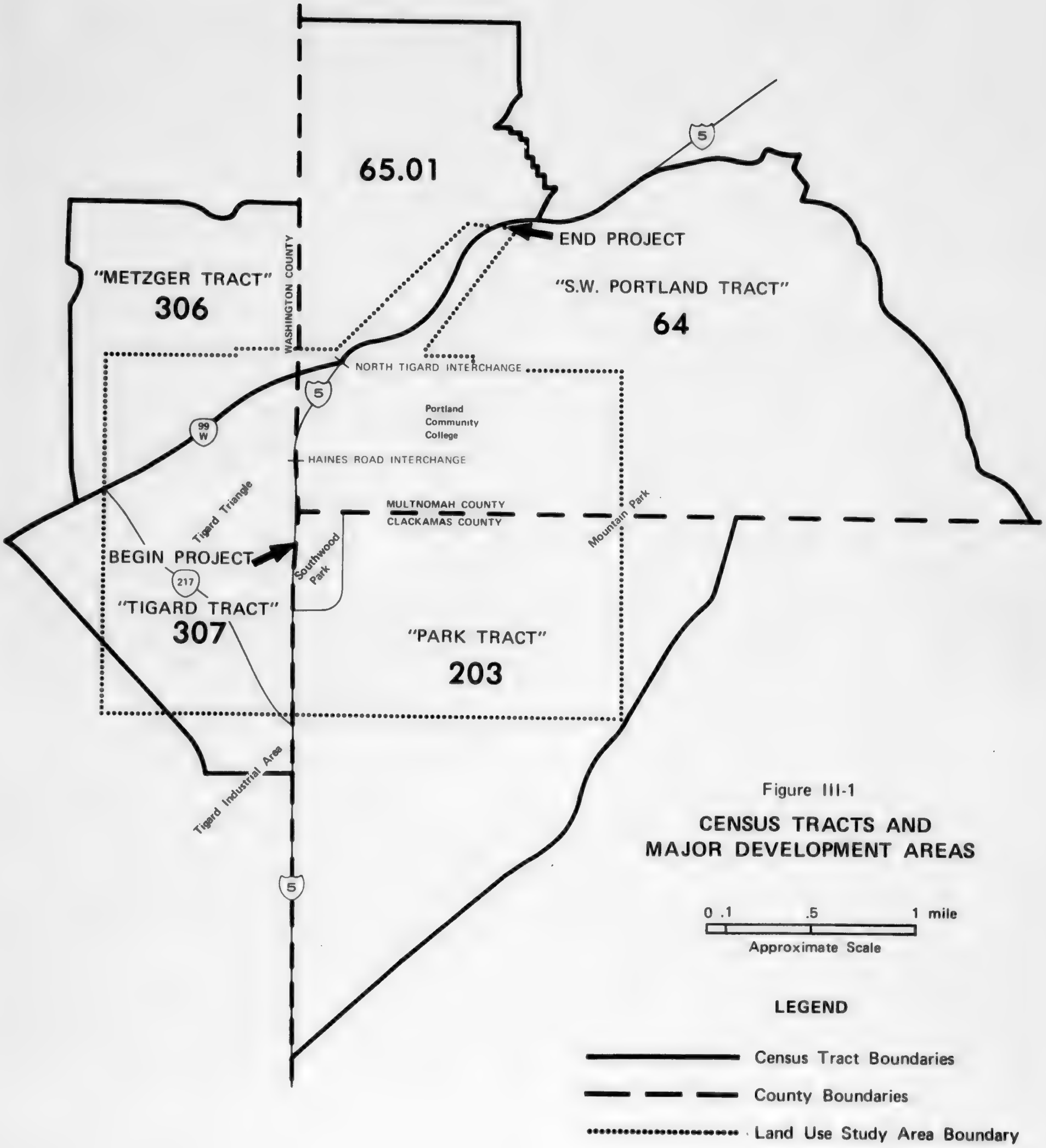
65.01
"METZGER TRACT"
306
WASHINGTON COUNTY
END PROJECT
"S.W. PORTLAND TRACT"
64
5
NORTH TIGARD INTERCHANGE
5
Portland Community College
99W
HAINES ROAD INTERCHANGE
Tigard Triangle
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Mountain Park
BEGIN PROJECT
217
Southwood Park
"TIGARD TRACT"
307
"PARK TRACT"
203
Tigard Industrial Area
5
0 .1 .5 1 mile
Approximate Scale
LEGEND
Census Tract Boundaries
County Boundaries
Land Use Study Area Boundary

Figure III-1

CENSUS TRACTS AND MAJOR DEVELOPMENT AREAS

TABLE III-1

SELECTED 1970 INCOME, POPULATION AND LAND USE IMMEDIATE IMPACT AREA & SMSA

CENSUS TRACT/SMSA	64	203	306	307	SMSA
Median Income	$12,643	$11,448	$10,709	$10,890	$10,463
Population	4,770	3,872	3,226	1,729	1,009,129
Percentage of Acreage Vacant	24.91%	47.80%	7.60%	33.43%	Not Available

Source: U.S. Bureau of the Census, Census of Population and Housing; 1970, Census Tracts, Final Report PHC(1)-165, Portland, Oregon-Washington SMSA. and land use data prepared by the Columbia Region Association of Governments for the Oregon State Highway Division, 1972.

TABLE III-2

SELECTED 1970 HOUSING DATA: IMMEDIATE IMPACT AREA & SMSA

CENSUS TRACT/SMSA	64	203	306	307	SMSA
Median Value of Housing	$21,300	$21,100	$17,100	$21,100	$16,700
Year Built (Percentage)					
1969-70	4.20%	14.83%	6.77%	10.16%	4.39%
1965-68	6.20%	10.78%	15.96%	26.45%	11.73%
1960-64	12.34%	22.76%	8.91%	18.71%	11.45%
1950-59	39.21%	30.26%	26.44%	18.23%	19.43%
1940-49	25.71%	10.09%	25.60%	19.52%	15.96%
1939 or earlier	12.53%	11.29%	16.33%	6.94%	37.04%

Source: U.S. Bureau of the Census, Census of Population and Housing; 1970, Census Tracts, Final Report PHC(1)-165, Portland, Oregon-Washington SMSA.

The Pacific Highway (I-5) divides census tracts 64 and 203 from 306 and 307. Development on the west side of the freeway includes both residential and business activity; growth on the east side has been almost exclusively residential. By 1970, 13.33 percent of the land in the two census tracts on the west side of the freeway was used as commercial or industrial; for the two census tracts on the east side this figure was only 1.09 percent.1/ Much of this contrast in development is due to differences in local public policies affecting development: tracts 64 and 203 are largely unsewered and have little land zoned commercial or industrial. In contrast, tract 307 contains an industrial park and an office development area (the Tigard Triangle). Tracts 306 and 307 in Washington County contain extensive commercial strip development; this is largely absent on the east side of the freeway (tracts 64 and 203).

Development Projects in the Immediate Impact Area

Within the immediate impact area, there are several major development projects. Census tract 307 consists of the Tigard Triangle in the northeast portion and part of the Tigard Industrial Area in the south and west sections of the tract. The Mountain Park planned unit development is located in the northeast portion of tract 203, extending into tract 64. A smaller development known as Southwood Park is located in the northeast corner of tract 203. These are shown in Figure III-1*.

The Tigard Triangle is bounded on its three sides by highways: I-5, ORE 217 and US 99W. As of 1970 about 100 acres had been utilized for retail and office usage. One proposed development plan designates about 175 acres devoted to commercial uses.2/ Most of the office development would locate adjacent to S.W. 68th.

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*Also within the immediate impact area is a large two-year educational institution: Portland Community College. This institution is discussed in the sociology research report.

The triangle has some well-established residential development; as of 1970 the population in the triangle was 862 with 249 dwelling units.3/ It appears that there has been little or no population change since then.

To the south of the Tigard Triangle extending southward along I-5 is the Tigard Industrial Area, comprising about 5,140 acres. In Spring, 1973, a questionnaire was prepared for this project and sent to each of the firms in the industrial area.** Of the firms which responded (about 70 percent), over half had moved from Portland. This demonstrates a trend noted elsewhere on the suburbanization of industry, particularly light industry, as well as trucking and warehousing. The need for additional acreage plus improved accessibility are the main reasons for firms leaving the central area of Portland. In addition, the price of land in this industrial area is less than in the central Portland industrial section, and generally less than land in other industrial areas in metropolitan Portland.

As of 1973, most of the firms in this area were in contract construction* (18), manufacturing (13), and wholesale trade (10). The remaining 24 firms in the 1973 inventory were in diverse fields such as services (5), transportation (4) and retail trade (4).

The area is served by rail; about two-thirds of those firms responding to the questionnaire have rail access.

*The breakdown is by 2-digit SIC code categories (e.g., 50 for wholesale trade, 19-39 for manufacturing).

**A copy of the letter and questionnaire is found in Appendix A.

Over a hundred trucks exiting from the industrial area go north along I-5. From the comments in the survey it became apparent that some firms consider truck traffic going north from the industrial area along I-5 to be impediments to traffic since they often are unable to reach a speed high enough to move with the traffic flow. This occurs for 2.5 miles between the S. Tigard and Capitol Highway Interchanges. Between the S. Tigard and N. Tigard Interchanges there is an average grade of 3 percent; from N. Tigard Interchange to Capitol Highway Interchange the increase in grade reaches nearly 6 percent. As a result, truckers schedule their trips to avoid the congestion along this section.

There are still large amounts of vacant land within the industrial area; with the continued expansion and growth of the metropolitan area, it can be expected that this industrial area will continue to grow. The congestion problems on the northbound lanes of I-5 will then become more acute unless modifications are made to I-5.

Two other development areas are impacted by this project. The luxurious planned unit development called Mountain Park, located east of the project, is set upon about 700 acres of hills. The population by 1975 was about 4,000; plans are for 12,500 residents in about 4,000 dwelling units by 1985. About a fifth of these units will be single family and over half will be apartments. The remainder are duplexes, condominiums, etc. The average value of these dwelling units is higher than the average values of the immediate impact area. A survey of real estate ads in the local papers in 1974 showed that prices of new single-family houses in Mountain Park ranged from \$52,000 to \$109,000.4/ Prices are higher than average not only because of the better quality of the dwelling unit but also because of the high esthetic standards maintained in the Mountain Park community, and because of the recreational facilities such as a racquet club.

Southwood Park is located in the northwest corner of census tract 203. As of 1970 it contained 693 residents.5/ It comprises 3.2 percent of the total land area of this census tract, 18 percent of its population and 15 percent of its housing units (as of 1970).6/ The area is served by its own sewer district and presently has about 225 customers, mainly households, but also nonprofit institutions such as churches.

Constraints to Additional Development

Figure III-2 shows the sewered and nonsewered areas adjacent to the project. The sewered Southwood Park can be noted as well as the industrial area and commercial and office facilities in the Tigard Triangle. Although there are residential developments in the Tigard Triangle and north of Southwood Park, these areas generally are not sewered. The resultant poor water quality from septic tank leakage has caused the State Department of Environmental Quality (DEQ) to impose a *de facto* moritorium* on most of the construction in the nonsewered areas. In a word, there can be little or no development in this area without sewers. Hence, the unsewered area shown on the map will remain largely undeveloped until sewers are installed. Once installed, rapid development may well occur, particularly on the east side of the freeway. Sewer installation is expected within a couple of years on the east side.

IMPACTS

The economic impacts include the displacement, relocation and tax loss impacts, and other impacts, mainly associated with development. The three alternatives are listed by number in the remainder of the report: Alternative 1, the

*A review is made of water quality conditions and drainage capability in the area before a permit for a septic tank is given by DEQ. Permits are currently not being issued in this area because the required water quality standards are not met.

no-build, Alternative 2, the build option which includes the reconstruction of the Haines Road Interchange; and Alternative 3, the build option in which the Haines Road Interchange is removed.

Displacement, Relocation, and Tax Loss:

This section consists of a brief analysis of the differences in displacement, relocation and tax loss between Alternatives 2 and 3.* Concentration is on right-of-way costs and tax base reductions. The residential displacement and relocation is covered more extensively in the sociology report.

Displacement adjacent to the N. Tigard Interchange would occur only to the south and east of the interchange where additional frontage roads would have to be constructed.

Virtually all the other right-of-way impacts would be greater for Alternative 2 than for Alternative 3. Around the Haines Road Interchange, Alternative 2 would displace considerably more households than Alternative 3. If the Haines Road Interchange is not replaced but only the overpass (Alternative 3), 14 single family residences including one of the parsonages will be displaced. This will reduce the supply of housing in the area, but because the reduction in supply is such a small proportion of the aggregate supply of housing in the metropolitan area, there should be no increase in housing prices from this reduction in supply.

Table 4 shows the displacement and relocation effects in a slightly different form from the paragraph above.

Benefits to displaced households are given in the sociology report.

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*There is no displacement, relocation or tax loss with Alternative 1.

Figure III-2

SEWERED AND NON-SEWERED AREAS ADJACENT TO THE PROJECT

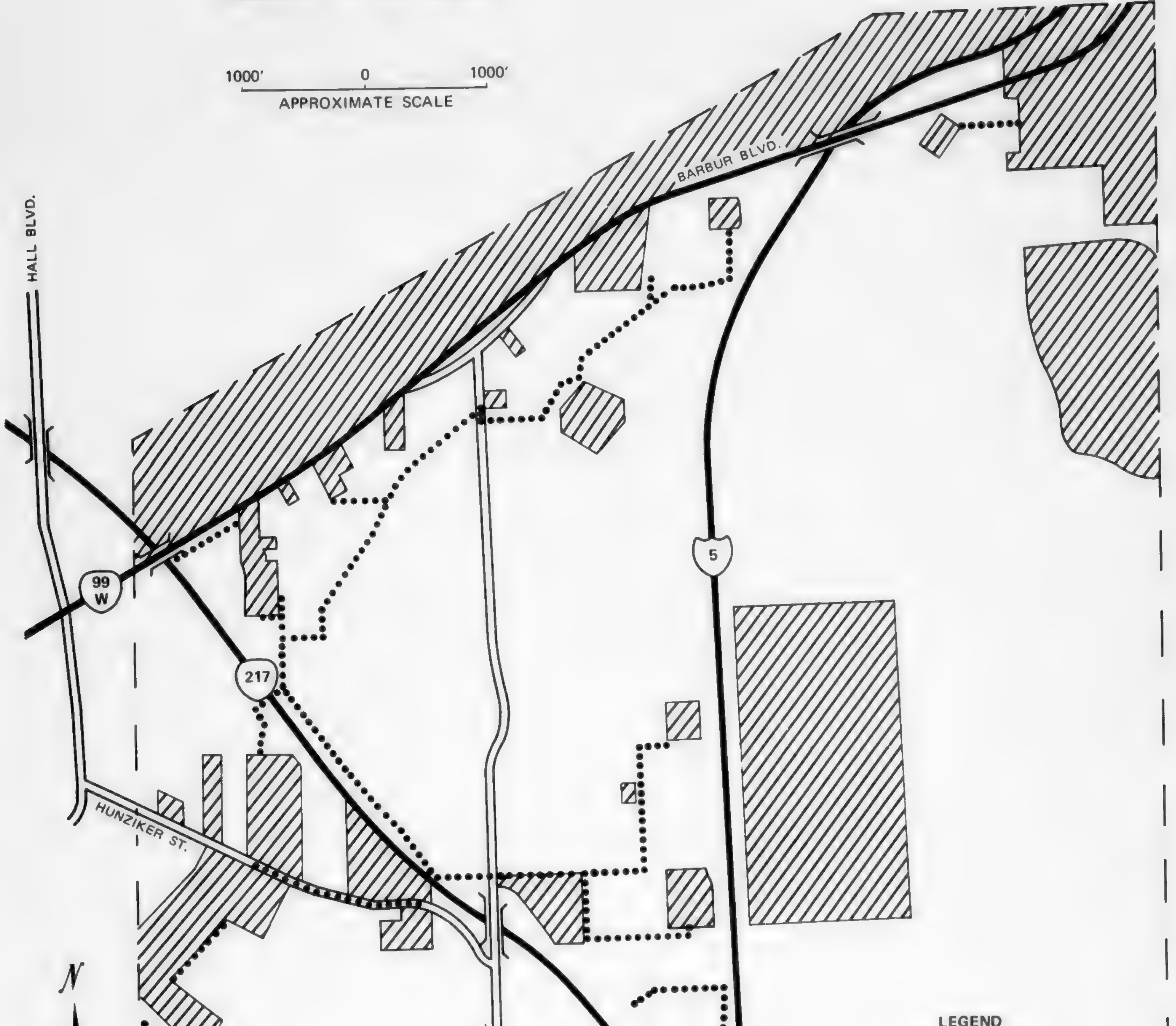
1000'
0
1000'
APPROXIMATE SCALE
HALL BLVD.
BARBUR BLVD.
99 W
217
5
HUNZIKER ST.
72ND AVE.
N
LEGEND
▨ = Sewered Areas
●●●●● = Sewer Lines
— — = Study Area Boundary
━━ = Major Highways

Table III-4

RIGHT-OF-WAY IMPACTS BY ALTERNATIVE

	# of Properties Affected By Right of Way	Acreage	ROW Cost	# of Households Displaced*	# of People Displaced*	# of Businesses Displaced	# of Institutions Displaced
ALTERNATIVE 2:							
South & East of I-5	46	9.85 acres	$1,281,000	20	49	0	1 parsonage
North & West of I-5	35	4.22 acres	796,000	9	29	0	1 parsonage
TOTALS	81	14.07 acres	2,077,000	29	78	0	2 parsonages
ALTERNATIVE 3:							
South & East of I-5	26	6.83 acres	888,000	15	31	0	0
North & West of I-5	6	0.88 acres	116,000	1	3	0	1 parsonage
TOTALS	32	7.71 acres	$1,054,000	16	34	0	1 parsonage

Source: 1973 Liaison Report, OSHD; updated to 1976 figures.

*This includes the households and people living in the 2 parsonages.

Table 5 gives the annual tax loss in 1974 dollars. Since this project includes portions of three counties in a suburban area, numerous taxing districts are involved. Initially the tax losses would be greater for Alternative 2 than for Alternative 3. However because of the expected development associated with and partly the result of Alternative 2, tax losses from this alternative will be offset by additional revenues from the increased tax base.

Because of the small percentage tax losses to each taxing district involved, it is not expected that there will be any increase in tax rates from the reduction in the tax base.

Other Impacts

A distinction can be made between local and regional impacts. Local impacts are those which occur within the immediate impact area and can usually be identified as impaction of one specific portion of the area. Regional impacts are the more diffuse effects spread out over the whole region. All but one of the local impacts relate to the Haines Road Interchange. The regional impacts are based upon the widening of the freeway from four to six lanes.

As noted in the existing setting, there is a plan for the development of the Tigard Triangle. Development of the Triangle according to this plan will be easier if Alternative 2 is chosen. This will allow access into the Triangle via the Haines Road Interchange. In addition, this alternative will rebuild S.W. 68th from S.W. Haines Road to S.W. Franklin Street. This would then make S.W. 68th the main north-south arterial in the Triangle and give an impetus to the planned office-type development on either side of S.W. 68th. At present the main north-south road in the Triangle is S.W. 72nd; S.W. 68th does not extend between S.W. Haines Road and S.W. Franklin Street. If Alternative 2 is not chosen, any funding for the improvement of S.W. 68th Avenue will have to come from local

Table III-5

Tax Levies, Tax Losses and Tax Loss as Percent of Total Levies

TAXING DISTRICTS	Levy Used to Compute Tax Rate	Alternative 2		Alternative 3	
		Revenue Loss	% Tax Loss	Revenue Loss	% Tax Loss
Counties					
Clackamas County	$ 2,443,212.97	$ 37.12	.002%	---	---
Washington County	3,198,148.35	195.05	.006%	$ 12.78	.0004%
Multnomah County	29,083,352.25	1,729.15	.006%	1,310.81	.005%
Educational Districts					
Portland Community College	4,931,338.88	362.58	.007%	198.57	.004%
Clackamas Intermediate Education Dist.	6,147,190.55	95.68	.002%	---	---
Clackamas County School District #7	5,416,689.99	563.10	.010%	---	---
Washington Intermediate Education Dist.	1,094,232.26	68.16	.006%	4.47	.0004%
Washington School District #23	5,312,114.49	1,925.07	.036%	126.05	.002%
Multnomah Intermediate Education Dist.	27,480,317.34	1,632.62	.006%	1,218.98	.004%
Multnomah School District #1	42,174,999.73	3,219.77	.008%	2,424.81	.006%
Fire Districts					
Clackamas Fire Dist. #57	64,786.96	37.10	.057%	---	---
Tualatin Rural Fire Protection Dist.	1,186,939.57	344.18	.029%	22.57	.002%
Other Taxing Agencies					
Port of Portland	4,795,640.96	347.17	.007%	261.14	.005%
City of Tigard	258,576.68	126.52	.049%	16.71	.007%
Clackamas County Park Dist. #1	27,630.99	5.42	.020%	---	---
Clackamas Vector Control #1	69,332.91	1.28	.002%	---	---
Metzger Water District	15,464.48	21.16	.137%	1.39	.009%
Capital Highway Water District	161,065.52	1,381.48	.858%	1,039.40	.645%
TOTALS:	---	$12,092.61	---	6,637.68	---

sources.* Under Alternative 2, the widening of S.W. 68th would be financed through interstate funding, which, in Oregon is 92 percent federal funds and 8 percent state highway monies. In addition, some of the businessmen have made plans and based their expectations on the choosing of Alternative 2. If Alternative 1 or 3 is chosen, then these plans and expectations will have to be changed.

With Alternative 3, the closure of the Haines Road Interchange could slow down development of the triangle; one result may be more residential development in this area.

Ingress and egress would be limited to S.W. Barbur Blvd. (US 99W) or the Beaverton-Tigard Expressway (ORE 217) at S.W. 72nd. Some firms, particularly retail businesses, may decide to locate elsewhere because of the lack of access to the triangle from I-5. Retail firms in the triangle, such as Vic Alfonso Ford, will probably experience decreased sales with this alternative because of the lack of access to and from I-5 via the Haines Road Interchange.

If Alternative 2 is chosen, better access will also be provided to Portland Community College. The increased accessibility along S.W. Haines Road and S.W. Lesser Road may encourage development when sewers are installed. There will probably be economic pressure for development of multi-family residences, many of which would be occupied by students at the college. This area is zoned single-family residential; for multi-family development to occur, changes in the comprehensive plan would have to be made.

The choice of Alternative 1 would lessen this pressure because of the lack of good access. With Alternative 3, there would be no access to I-5; hence the pressure for multi-family development would be minimized.

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*Although this arterial would not be as necessary without Alternative 2.

With the increased traffic along the Haines Road-Lesser Road route associated with Alternative 2, there may be some decline in the demand for single-family residences. In the immediate impact area, housing values can be expected to increase; however, the values next to the Haines Road-Lesser Road thoroughfare would not increase as rapidly if there is a decline in demand for housing next to this arterial. Since there would not be as much traffic east of the Haines Road Interchange with either Alternative 1 or 3, this relative lowering of housing values would be insignificant.

According to a recent traffic evaluation of the Interim Transportation Plan, the Haines Road Interchange would be connected with the Mountain Park community via Lesser Road and Jefferson Parkway.5/ With Alternative 2 (and to a lesser extent with Alternative 1), the access provided by the Haines Road Interchange would encourage the development of Mountain Park.* This would not occur with Alternative 3, since direct access to I-5 at Haines Road would not be provided.

The widening of I-5 from four to six lanes would eliminate a bottleneck and improve access both to and from the Tigard Industrial Area. As noted earlier, some businesses in this area view the present facility as deficient because northbound trucks are not able to gain enough speed to flow with the traffic. Although trucks would still move more slowly than auto traffic, other motor vehicles will have an additional lane to pass trucks. The increased capacity will improve access to the industrial area by reducing congestion, particularly during rush hours.

This same impact would occur throughout the metropolitan area, though less noticeable than in the Tigard Industrial Area. Since this section will be

*Although the traffic data suggests that this may not occur.

(by mid-1976) the only 4-lane section of I-5 between Portland and Salem, it will be a bottleneck for regional as well as local traffic. Trucks, autos and other motor vehicles will often have to slow down when going from three lanes to two lanes. This bottleneck will affect the overall productivity of the urban area, but the impact will be very diffuse, involving many participants on the urban scene only slightly.

The construction costs for Alternative 2 are $8,800,000; for Alternative 3 they are $6,000,000 (measured in 1976 dollars). The total impact of this expenditure will be greater than the initial payments because of the multiplier effect. Each dollar of exogenous expenditures in a region generates in turn additional profits, wages and additional expenditures. The cumulative effect of this type of investment is larger than the initial expenditure.

The exact amount of the regional multiplier is an unsettled question; for this reason no multiplier coefficient is used here. Multiplier coefficient estimates for regional contract construction have been on the order of 1.05 to 2.5. The actual multiplier probably lies somewhere in this range.

This multiplier coefficient is lower than the national average because of the greater amount of "leakage". That is, many of the expenditures are made to import goods and services locally which diminishes the amount of total impact from the initial expenditure.

SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

Short-Term:

The economic short-term use impacts are those concerned with right-of-way and congestion costs associated with construction. As noted in the discussion on right-of-way impacts, Alternative 2 has greater right-of-way impacts than Alternative 3 because of the reconstruction of the Haines Road Interchange. The no-build, Alternative 1, has no right-of-way impacts.

During the construction period, there would be some congestion, particularly at the interchanges. This would result in higher transportation costs. On I-5, two lanes in each direction would remain open; hence there would only be minor decreases in travel time. Time losses would also occur at the Haines Road and N. Tigard Interchanges during the construction period.

Long-Term Productivity:

With Alternative 1, much of the planned and possible development near the project would not occur as rapidly; some may not occur at all. This includes the development in the Tigard Triangle, the area east of Haines Road Interchange and the Mountain Park community. The congestion along I-5 would also limit activity in the Tigard Industrial Area, since the transportation costs of traffic along this section of I-5, particularly northbound traffic, would be higher.

The areas mentioned above may develop more rapidly with Alternative 2, both because of the reconstruction of the Haines Road Interchange and the widening of I-5. With both Alternatives 2 and 3, regional transportation costs would decline with the elimination of the present "four-lane bottleneck;" overall productivity in the region would increase slightly.

The development acceleration associated with the reconstruction of the Haines Road Interchange (Alternative 2) would not occur with Alternative 3. That is, there may be slower development of the Tigard Triangle, the area east of Haines Road Interchange and the Mountain Park community because of the lack of access via the Haines Road Interchange to I-5.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The costs of the project are a measure of the resources which would be used up. This includes the materials normally used in the construction of the project (i.e., cement, asphalt, steel, etc.). For Alternative 2 the construction costs would be $8,800,000; for Alternative 3 the costs would be $6,000,000.

In addition, there would be a reduction in the supply of housing. If a dwelling unit is moved rather than demolished there is no reduction in supply. Hence the decrease in housing supply depends upon the number of dwelling units demolished. This could be a maximum of 29 housing units with Alternative 2 and 16 housing units with Alternative 3.

MINIMIZATION STEPS

For those businessmen and residents who would have to be removed by either build alternative, displacement and relocation assistance is provided. For assistance to households see the sociology report.

ADVERSE IMPACTS WHICH CANNOT BE AVOIDED

In this section, a brief summary of each of the unavoidable adverse impacts is given by alternative.

Alternative 1:

There will be increased costs from congestion because of the narrower, 4-lane facility at this section and the inadequate Haines Road Interchange. There will be a slight decrease in the overall productivity of the region because of these additional costs.

Because of the congestion problem resulting from poor access, economic development may well be slowed down at certain areas near the project, including the Tigard Triangle, the Tigard Industrial Area, and Mountain Park.

The build alternatives would bring in Federal funds (92 percent of the cost of the project). With this alternative, none of these funds would be spent on the project. It is possible that these funds would be used elsewhere in the region in which case the increase in regional income would be the same as with one of the build alternatives. However, if these Federal funds are transferred to another region, then this would be a loss of income for the Portland area.

Alternative 2:

With this alternative, there would be 29 households, approximately 78 residents, displaced. The right-of-way costs would be $2,076,000 (in 1976 dollars). Tax loss (in 1973-1974 dollars) would be $12,092.61 annually (unadjusted for price increases).

During construction, there would be congestion costs from the slowdown in traffic, particularly at the N. Tigard and Haines Road Interchanges.

There would be additional traffic on residential streets on the east side of the Haines Road Interchange. This could have a detrimental effect on the overall quality of these residences causing property values to be lower than they would otherwise be.

Alternative 3:

This alternative would displace 16 households, and approximately 34 residents. The right-of-way costs would be $1,054,000 (in 1976 dollars). Tax loss (in 1973-1974 dollars) would be $6,637.68 annually (unadjusted for price increases).

During construction, there would be congestion costs from the slowdown in traffic, particularly at the N. Tigard Interchange.

As a result of the elimination of the Haines Road Interchange, development would be slowed down in the Tigard Triangle, particularly along S.W. 68th and perhaps in Mountain Park. Because of the higher transportation costs, overall productivity would be adversely affected, but only slightly.

FOOTNOTES

1. From unpublished land use data compiled by the Columbia Region Association of Governments for the Oregon Department of Transportation, 1972.

2. Tigard Planning Commission and CH2M-Hill, Tigard Triangle Development Plan, (Tigard, Oregon: Tigard Planning Commission, 1971), map opposite p. 2. This plan has not been adopted. Acreage was estimated with a planimeter from this map.

3. U.S. Bureau of the Census, Census of Housing, 1970, BLOCK STATISTICS, Final Report HC(3)-195 Portland, Oregon-Washington Urbanized Area. (Washington, D.C.: U.S. Government Printing Office, 1971), p. 133.

4. Department of Environmental Services, Multnomah County, Oregon, Kerr Parkway: A Socio-Economic Analysis (Unpublished, 1975), p. 7.

5. Oregon Department of Transportation, Interim Transportation Plan for the Portland-Vancouver Metropolitan Area: Traffic Development and Evaluation, (Salem: Oregon Department of Transportation, 1975), p. 57.

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APPENDIX III-A-1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 30, 1973

Dear Sir:

The Highway Division will shortly begin to widen the Interstate 5 Freeway to six lanes beginning at the intersection of Interstate 5 and Interstate 205 running northerly to the South Tigard Interchange (intersection of Interstate 5 and State Highway 217).

We now have under consideration a proposal to extend this widening project on north to the North Tigard Interchange and add a truck climbing lane on Interstate 5 Northbound north of the North Tigard Interchange.

As part of the evaluation of this latter proposal we would appreciate your assistance in filling out the attached questionnaire. This information will aid us in assessing the economic impact of the project.

The information you supply us will be kept confidential. However, to expedite our study, it would be helpful to receive your response by May 15, 1973.

Thank you for your assistance.

Very truly yours,

Don Byard
Donald R. Byard
Environmental Director

INVENTORY OF ACTIVITY IN THE TIGARD INDUSTRIAL AREA

Name of firm:

What is your principal activity?

How many people work at your plant? (Include both management and employees.)

What is the total square footage of your buildings?

When was your building constructed? (If you have more than one structure, you may want to include more than one date.)

When did you move to your present location?

Where was your plant located previously?

__________ City of Portland
__________ Outside City of Portland
__________ This is your first plant in the Portland area.

Do you have more than one shift? _____ No _____ Yes
If so, which shifts?

________ Swing Shift
________ Graveyard Shift

Is your plant located next to a rail siding?

What are the average number of truck entries to your plant from:

I-5 from the south? _________
I-5 from the north? _________
Other thoroughfares _________

(Count each entry separately; if one truck enters five times a day put down five entries.)

SOCIOLOGY

The purpose of this report is to assess the social effects or impacts relating to four substantive topics: (a) Population Trends and Projections, (b) Socioeconomic Characteristics of the Area Residents, (c) Right-of-Way Residential Displacements, and (d) Public Institutions and Emergency Services.

METHODOLOGY

Population growth trends for the Portland Standard Metropolitan Statistical Area (SMSA)*, counties, and census tracts have been extracted from information in the 1970 Census and estimates generated by the Center for Population Research and Census, Portland State University, Portland. Projections are based on estimates from the Columbia Region Association of Governments (CRAG).

The data base for evaluating the socioeconomic characteristics of the residents within the impact area was obtained from 1970 census counts. In particular, data on social variables in four census tracts are examined. (Corresponding data on the Portland SMSA are also provided to compare the smaller census tract areas with the larger SMSA.) Since the suburban area encompassed by the four census tracts is dynamic and rapidly changing, the 1970 census data is somewhat outdated. Nonetheless, the data is valuable for comparison and contrast.

*The Portland Standard Metropolitan Statistical Area consists of four counties -- Multnomah, Washington and Clackamas, in Oregon, and Clark, in Washington State. According to the U.S. Census definition, an SMSA is a county or group of contiguous counties which contain at least one city of 50,000 inhabitants or more, or twin cities with a combined population of at least 50,000.

Informational data on the right-of-way displacements were gathered by right-of-way personnel in 1972 and 1973 and compiled in the Phase II Right of Way Liaison Report, dated April 23, 1973. This report was updated with recent information on residential occupancy and availability of replacement housing. Certain counts, such as number of people, should be viewed as approximations only, since they reflect the situation in 1973 when the personal interviews were made with each affected household, business and/or property owner.

Information of the public institutions and emergency services was obtained by personal contacts with the institutions and local agencies.

A bibliography at the end of this report lists specific references.

EXISTING SETTING

Population Trends and Projections

The North Tigard Interchange-South Tigard Interchange Section of Interstate 5 lies in the rapidly-growing, southwest suburban area of Portland. The highway project area is at the boundaries of three Oregon counties -- Multnomah, Clackamas and Washington.

Two long-term population growth trends, concentration and decentralization, exercised their pull-push force through the decades of the fifties, sixties and into the seventies. Metropolitan areas continue to attract people and, thereby, to account for increasing shares of state populations (concentration). Within the metropolitan area, people continue to push outward from central cities (decentralization). As a result of the pull of metropolitan areas, and the push outward from central cities, suburban areas and their satellite cities continue to mushroom and central cities continue either to decline or to maintain near static growth rates. (See Table IV-1.) In 1960, 45.5

percent of the metropolitan area's population resided in Portland, as contrasted to 37.8 percent in 1970.

As indicated in Table IV-2, the greatest growth has occurred in the urban portions of Washington and Clackamas counties -- 131.7% and 62.6%, respectively. This growth is attributable to many factors, however, the more significant were the improved access to Portland, large amounts of developable land in proximity to the central city, the construction of sewer and water lines, schools, parks and other services, in addition to the movement of employment sources from the city to the outlying counties.

TABLE IV-1

POPULATION GROWTH
(Portland SMSA and Oregon Counties)

	1960	1970	Percent Change 1960-70	1975[a]
Portland SMSA	821,897	1,007,130	22.8%	1,090,700
Clackamas County	113,038	166,088	46.9%	202,900
Multnomah County	522,813	554,668	6.5%	547,900
Washington County	92,237	157,920	71.2%	190,900

SOURCE: U.S. Bureau of the Census, 1970 Census of Populations (with revisions).

[a] Estimate of July 1, 1975 population is by the Center for Population Research and Census, Portland State University, Portland.

TABLE IV-2

URBANIZATION IN CLACKAMAS, MULTNOMAH AND WASHINGTON COUNTIES

1970 Population

County	Total County Population	Population in Urban Areas (1970)	Percent of Total	Percent Change 1960-1970 Total	Percent Change 1960-1970 Urban
Clackamas	166,088	104,192	62.7%	46.9%	62.6%
Multnomah	544,668	542,079	97.4%	6.5%	7.6%
Washington	157,920	117,573	74.5%	71.2%	131.7%

SOURCE: U.S. Bureau of the Census, 1970 U.S. Census, Number of Inhabitants, Oregon.

In 1973 the Columbia Region Association of Governments (CRAG) and the local jurisdictions developed population forecasts which assumed a population of two million persons within the five county CRAG region: Clark (in Washington), Clackamas, Columbia, Multnomah and Washington. The population within the smaller Portland-Vancouver Transportation study area was forecast at about 1.8 million persons.[2] The two million forecast is estimated not to occur, however, until after the year 2000.

Revisions were made by CRAG and the local jurisdictions in March, 1975, for use in the traffic projections for the Interim Transportation Plan. In this plan, the forecasts are more conservative than previous forecasts. The transportation study area's growth in population from 1970 to 1990 is forecast to be

[2] The Portland-Vancouver Metropolitan Transportation Study Area (P-VMTSA) is smaller than the SMSA, since it does not include the outer rural areas of Clark, Washington, Multnomah and Clackamas Counties.

328,000 persons, a 35 percent increase. The population increases by county from the study are shown in Table IV-3.

TABLE IV-3

PORTLAND-VANCOUVER METROPOLITAN AREA POPULATION, 1970-1990, BY COUNTY

County	Population Increase	
	Persons	Percent
Clackamas	82,891	69%
Clark	32,921	31%
Multnomah	59,489	11%
Washington	153,349	101%

SOURCE: CRAG, Interim Transportation Plan for the Portland-Vancouver Metropolitan Area, 1975.

The population for 1990 within the present city limits of Portland is not expected to change much from today. The population increases will occur primarily in the suburban areas of Washington, Clackamas, Multnomah and Clark Counties. Washington County shows the greatest forecasted increase in population by number of persons and percent increase, doubling in number. Clackamas County is also anticipated to have a large increase in population.

Table IV-4 shows the 1970 population and estimated 1990 projections in four census tracts surrounding the subject highway project area. Figure IV-1 delineates the boundaries of the census tracts.

7i

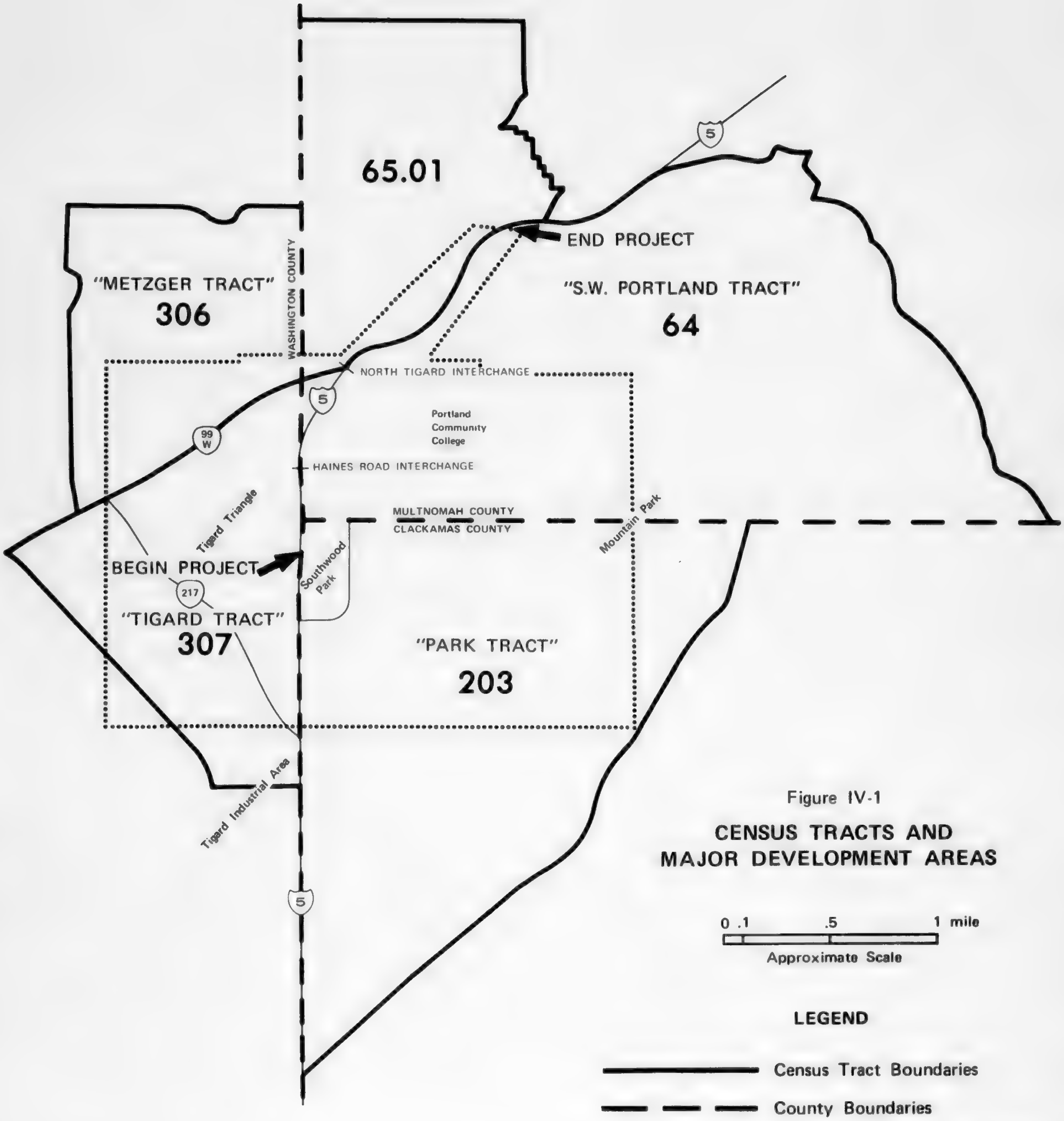

Figure IV-1

CENSUS TRACTS AND MAJOR DEVELOPMENT AREAS

65.01
"METZGER TRACT"
306
WASHINGTON COUNTY
5
END PROJECT
"S.W. PORTLAND TRACT"
64
NORTH TIGARD INTERCHANGE
99 W
5
Portland Community College
HAINES ROAD INTERCHANGE
Tigard Triangle
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Mountain Park
BEGIN PROJECT
Southwood Park
217
"TIGARD TRACT"
307
"PARK TRACT"
203
Tigard Industrial Area
5
0 .1 .5 1 mile
Approximate Scale
LEGEND
Census Tract Boundaries
County Boundaries
Land Use Study Area Boundary

TABLE IV-4

POPULATION GROWTH IN IMMEDIATE IMPACT AREA OF PROJECT

Census Tract	1960	1970	Percent Change 1960-1970	1990	Percent Change 1970-1990
64	3,849	4,770	23.9%	8,100	70%
203	2,295	3,872	68.7%	10,000	158%
306	2,474	3,226	30.4%	5,000	55%
307	1,068	1,729	61.9%	2,900	68%
Total	9,686	13,597	40.4%	26,000	91%

SOURCE: U.S. Bureau of the Census, *1970 U.S. Census of Population and Housing*, and CRAG, *Interim Transportation Plan for the Portland-Vancouver Metropolitan Area*, 1976.

According to the population projections to 1990 in Table IV-4, the greatest increase will occur in census tract 203 in Clackamas County southeast of the project with a 158 percent increase. The Tigard Triangle area west of the project would have an increase of about 70 percent. In general, the population is expected to almost double in size in the immediate area of the project by 1990.

Socioeconomic Characteristics of the Area Residents

For purposes herein, the immediate impact area of this highway project is defined as the composite of four census tracts -- 64, 203, 306, and 307.[3]

A summary of the data on twelve social characteristics is found in Table IV-5.

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[3] The census tracts are units established by the U.S. Bureau of the Census. Although a tract may encompass a neighborhood or community, it is invalid to assume that each tract is a locally-defined or perceived "neighborhood."

TABLE IV-5

Descriptive Profile of Area Residents
North Tigard Interchange-South Tigard Interchange Section
Pacific Highway (I-5)

CHARACTERISTIC	CENSUS TRACTS				TOTAL of Tracts	SMSA
	64	203	306	307		
Sex (%)						
Male	50.1	48.9	49.9	50.5	49.8	48.2
Female	49.9	51.1	50.1	49.5	50.2	51.8
Age (%)						
Under 5 years	6.0	9.9	10.3	9.4	8.9	8.0
5-14	21.3	24.3	20.5	20.1	21.6	19.0
15-24	16.2	13.2	16.0	21.3	16.7	17.1
25-44	24.1	31.2	26.4	26.0	26.9	23.5
45-64	26.6	17.8	19.2	16.8	19.6	21.5
65 and over	7.2	3.6	7.6	6.4	6.2	10.8
Minorities (%)						
Blacks	0.2	0	0.03	0	0.06	2.3
Spanish Language	0.7	0.5	2.0	2.7	1.5	1.4
Marital Status (%)						
Single	24.8	19.8	19.5	23.2	21.8	22.9
Married	67.4	74.1	71.9	69.2	70.6	65.5
Divorced	3.7	3.5	4.3	4.4	4.0	5.3
Widowed	5.1	3.2	5.6	4.8	4.7	7.7
Persons per Household						
(Average Number)	3.2	3.4	3.1	3.1	3.2	2.9
Residence in 1965 (%)						
Same House as 1970	60.2	42.6	43.2	27.6	43.4	46.9
Education of Persons						
25 years old and over (%)						
High School Graduate	77.5	80.5	63.0	73.1	73.5	62.9
1-3 Years of College	16.4	20.4	14.5	17.4	17.4	14.7
4 or More Years of College	20.4	25.0	9.3	13.5	13.5	12.8
Median Income ($)	12,643	11,448	10,709	10,890	11,422	10,463
Income Below Poverty Levels (%)[a]						
Families	3.3	3.1	2.8	5.5	3.7	6.9
Persons	4.5	4.2	2.7	6.0	4.4	9.7
65 years and over	29.0	8.0	6.7	20.8	15.1	24.1
Automobiles per Household (%)						
None	4.8	3.9	5.5	6.0	5.1	13.8
1	37.4	35.8	49.8	42.8	41.4	45.8
2	39.0	53.3	43.3	40.2	44.0	33.5
3 or More	16.8	6.5	4.0	7.6	8.7	6.9
Place of Work (%)						
Central Business District	5.1	9.3	8.4	5.3	7.0	7.6
City of Portland	57.3	38.7	40.4	34.4	42.7	43.8
Means of Transportation to Work (%)						
Private Auto						
Driver	79.9	83.8	81.2	78.6	80.9	73.1
Passenger	10.0	9.0	11.3	12.1	10.6	10.3
Bus	3.3	2.7	2.5	1.0	2.4	5.8
Walked	2.7	0.8	2.6	3.8	4.3	5.7

Source: U.S. Department of Commerce, 1970 Census of Population and Housing, Census Tracts, Portland, Oregon-Washington, Standard Metropolitan Statistical Area. Report No. PHC (1)-165. U.S. Government Printing Office, Washington, D.C., 1972.

[a] The poverty threshold for a non-farm family of four was $3,743 in 1969.

The project area (the composite of the four census tracts) shows some striking differences with the SMSA profile. In general, the residents of the project area are younger, more mobile, acquired more education, have higher incomes, and live in more expensive houses than the SMSA average. The minorities population in the project area is significantly smaller than in the SMSA, as well as families and persons below the poverty income line. More households in the area have two automobiles as compared to the SMSA. Likewise, more of the residents drive to work by private auto. Reliance on mass transit is smaller than in the SMSA. The project area is characteristic of many suburban areas surrounding Portland.

Census Tract 64 -- the "Southwest Portland" Tract. This tract is located northeast of the project and is in Multnomah County. The Sylvania Center of Portland Community College is within this tract. This area is an older area in terms of residential development. The population increase from 1960 to 1970 was about 24 percent, the smallest rate of the four tracts, but near the average for the SMSA. The tract has the largest percentage of residents who lived in the same house from 1965 to 1970. The population in this tract is older than in the other three tracts. About 26.6 percent of the population is between 45-64 years old and 7.2 percent are 65 years and over.

Census tract 64 has the highest percentage of single people, many of whom probably attend Portland Community College. Median income in this tract is the highest of the four. Nonetheless, it does have the largest percentage of people 65 years and over below the poverty income level. This area has the highest number of automobiles per household -- about 17 percent have three or more automobiles.

Census Tract 203 -- the "Park" Tract. This tract is in Clackamas County and lies east and southeast of the project. Southwood Park subdivision and the Mountain Park Development is located in this tract. The population of this tract grew 68 percent between 1960 and 1970, three times the rate of the SMSA. Nearly half of the structures existing in the area have been built since 1960. Almost half of the land is vacant in this tract. This tract has a young population with about 34 percent under the age of 15. Less than four percent of the population is 65 years old or over. This tract has the largest number of married people and the largest number of persons per household, 3.4. Over 80 percent of the persons over 25 years old finished high school and 25 percent had four or more years of college, twice that of the SMSA. About 53 percent of the households have two cars. This tract has the largest number of people working in the Portland central business district (9.3 percent).

Census Tract 306 -- the "Metzger" Tract. This tract is in Washington County, north of Barbur Boulevard (99W) and northwest of the project. This tract appears to be a different type of area than the other census tracts. The population profile fits more closely that of the SMSA as a whole. The population growth in this tract between 1960 and 1970 was about 30 percent. Median income was the lowest of the census tracts. Likewise, education levels are lowest in this area. This area is the most developed and has the smallest amount of vacant land. Over two-thirds of the housing in this tract was built before 1960. This tract has the largest percentage of persons 65 and over (7.6 percent), compared with 10.8 percent for the SMSA.

Census Tract 307 -- the "Tigard" Tract. This area includes the Tigard Triangle and part of the Tigard Industrial Area and is immediately west of the project in Washington County. This tract has the largest percentage of 15-24 year olds and the second highest percentage of single persons. Housing tenure is very low in this tract. Only 27.6 percent of the persons in the area lived at the same residence between 1965 and 1970. This area also has the highest percentage of persons and families below the poverty income level. Population growth was high, an increase of about 62 percent between 1960 and 1970.

Public Institutions and Emergency Services

Four public institutions are located in the immediate project area -- two educational facilities and two churches.

East of the highway section in Multnomah County is the Portland Community College Sylvania Center (12000 S.W. 49th Avenue). The Sylvania Center is one of seven educational centers of the Portland Community College (PCC). Portland Community College is a comprehensive community college, providing a variety of programs in the areas of career education, college transfer programs (two-year college), adult education and community services. The Sylvania Center covers a total area of about 125 acres and was opened in the winter term of 1969. The center's seven buildings have a capacity of about 5,600 student stations. The center's enrollment (students enrolled in at least one course) in the fall quarter 1975 was 11,500 students. About 50 percent of the enrollment is part-time students. The center is a commuter facility, and most of the students drive or ride to the center in private automobiles. The center, therefore, generates substantial traffic at both peak and off-peak hours. More than 5,500 students come from within the city limits of Portland. Portland Community College anticipates an average annual growth increase of 4 to 6-1/2 percent (based on a ten-year planning range).

The Phil Lewis Elementary School (12615 S.W. 72nd Street), adjacent to State Highway 217, is in the Tigard School District 23J and contains grades kindergarten through 6th. The district boundaries for the school include all of the

Tigard Triangle, as well as a section southwest of Highway 217. In March, 1976, the school had an enrollment of 493 students and a staff of 36. The enrollment of all elementary schools in the Tigard district continues to increase. The projected increase for all elementary schools is about five percent annually through the 1980-81 school year. (The specific increase rate for the Phil Lewis School is unavailable.)

Two churches are within a block of Interstate 5 in the project area. East of the highway is the First Evangelical Free Church (12700 S.W. 65th Avenue); west of the highway is the Southwood Park Baptist Church (11585 S.W. 67th Avenue). The communities adjacent to the highway support other churches and schools, but these are outside the influence area of the project.

Interstate 5, being a major north-south highway, is a boundary for most of the emergency services in the project area. Fire protection on the west side is provided by the Tualatin Rural Fire Protection District in Tigard. On the east and north sides of the highway, the Lake Grove Rural Fire Protection District #57, the Lake Oswego Fire Department, and the Portland Fire Department provide emergency fire protection.

Police services are from departments of the local political units -- city, county and state patrol.

Local health departments have identified that two hospitals commonly serve this suburban area -- St. Vincent Hospital and Medical Center (9205 S.W. Barnes Road, Portland) on the west, and Meridian Park Hospital (19300 S.W. 65th, Tualatin) on the south and east. Private ambulance services are located throughout the area.

IMPACTS

Population Trends and Projections

Population changes in an area are affected by many factors. The economic market, employment opportunities, birth rates, migrations, housing, land use plans, vacant land, access, and community amenities and little known intangibles all contribute to why an area grows. An improvement to an existing highway may have only an insignificant effect on population. As a given, the immediate impact area is growing and developing with differential rates for each census tract. The population projections would not be drastically affected by the highway project.

The widening of Interstate 5 to six lanes and the exclusive truck lane would have minimal effects on the project area. Most of the population effects would be external to the area. The convenience and safety of this final link in the interstate may encourage urbanization and development of vacant land further south of the project.

The important aspect of the project would be the changes created by either the improvement or closure of the Haines Road Interchange. (Population projections by CRAG were made with local political unit input based primarily on land capability and capacity. For the most part, the present highway system (with certain scheduled and planned changes) was assumed in these projections. Therefore, the population projections for the area assumed a serviceable Interstate 5 and an access point at Haines Road.

Alternative 1 -- No-Build Alternative. Population projections indicate almost a doubling of the population by 1990 in the immediate area of the highway project. To adequately provide convenient and safe highways for that expected number of local residents (not to generalize to the outside service area that utilizes Interstate 5), changes to the existing highway would be required. Widening to six lanes and creating an exclusive truck lane would improve the flow of traffic.

The Haines Road Interchange is substandard now from a safety viewpoint. Increased use would worsen the situation.

Without an improvement, the anticipated growth in the immediate area of the highway section may be slowed down. No improvement may increase the number of vehicles on neighborhood streets by those motorists seeking alternative routes, thus resulting in decreased safety and increased congestion, disruption and noise. This may have the effect of decreasing the desirability of living in the adjacent neighborhoods.

Alternative 2 -- With Haines Road Interchange. This alternative would provide easy access to the Tigard Triangle and the Southwood Park and other developments east of the existing Haines Road Interchange. In particular, the highest population increase (158 percent) is expected east of the project in Clackamas County. This improved interchange area would allow access in and out of this area to the downtown area of Portland. The Tigard Triangle, with an estimated population increase of about 68 percent by 1990, would have a more direct access onto I-5. In addition, S.W. 68th Avenue would be widened and improved to handle higher traffic loads. This alternative would encourage and facilitate growth and population in the area.

Alternative 3 -- Without Haines Road Interchange. The closure of the interchange and elimination of direct access from the Tigard Triangle and the east side of the freeway to Interstate 5 would require that the increased populations utilize other access points. Particularly in the Triangle, this may retard the residential and commercial development in the area, thus delaying and/or reducing the projected population estimates.

Socioeconomic Characteristics of the Area Residents

Alternative 1 -- No-Build Alternative. In the short-term, the no-build alternative would cause minimal changes to the residential profile and pattern in the project area. The habitation in the area has been established with the existing transportation network, so the status quo would continue.

In the long run, population increases would exert much pressure on the existing network of roads. The Haines Road Interchange, in particular, is substandard and poses a safety hazard. Increasing use of this access point and heavy traffic volumes on local neighborhood streets may reduce the quality of residing in the area. These residents whose houses are nearest the freeway and on busy local streets would experience the effects of noise, vibration, congestion and decreased safety. Therefore, commercial development may predominate over residential as the better use along the freeway, as is occurring in the Tigard Triangle. Since integration of commercial and residential land uses is usually not desired, residents would probably seek other areas for domicile.

Alternative 2 -- With Haines Road Interchange. This alternative would cause the greatest changes in the area. The new interchange would provide the impetus for rapid development. The Tigard Triangle and the area east of the interchange would have convenient access to and from the interstate. In the Triangle, commercial development may replace some of the existing single-family residential areas. Also, large scale multiple-family development may appear, changing the socioeconomic characteristics. This development would attract younger, and more mobile residents. Convenient access to the east would encourage more multiple-family development similar to that already existing.

Alternative 3 -- Without Haines Road Interchange. Closure of the Haines Road Interchange would change the habitual pattern of service and facility use for the residents who use the interchange. This alternative may slow down development in the immediate area of the project, thus preserving the existing residential pattern from commercial encroachment. This alternative, by eliminating an access in the Tigard Triangle, would enhance the "island" identity of the residents. Closure of the interchange would improve the safety of the motorists presently using the existing dangerous facility. However, it would expose them to the dangerous intersection on Barbur Boulevard and 72nd Avenue. Travel times, costs and distances would increase for some residents. Likewise, residential streets would have an increase in traffic with this alternative.

Right-of-Way Residential Displacements

The existing highway right of way is insufficient to accommodate the planned changes. Therefore, additional right of way would be required for this project.

The new right-of-way requirements for this project cluster primarily around the Haines Road Interchange or Overcrossing area. However, some new right of way is required in the North Tigard Interchange area. The right-of-way residential displacement in the North Tigard Interchange area is the same for both Alternatives 2 and 3. The difference in right-of-way amount, cost and number of relocations between Alternatives 2 and 3 occurs in the Haines Road area.

Alternative 1 -- The No-Build Alternative. The no-build alternative would require no additional right of way. Therefore, no relocations would result.

Alternative 2 -- With the Haines Road Interchange. Alternative 2 would cause the greater property acquisition and relocation of the two build alternatives, since the reconstruction of the Haines Road Interchange would require new

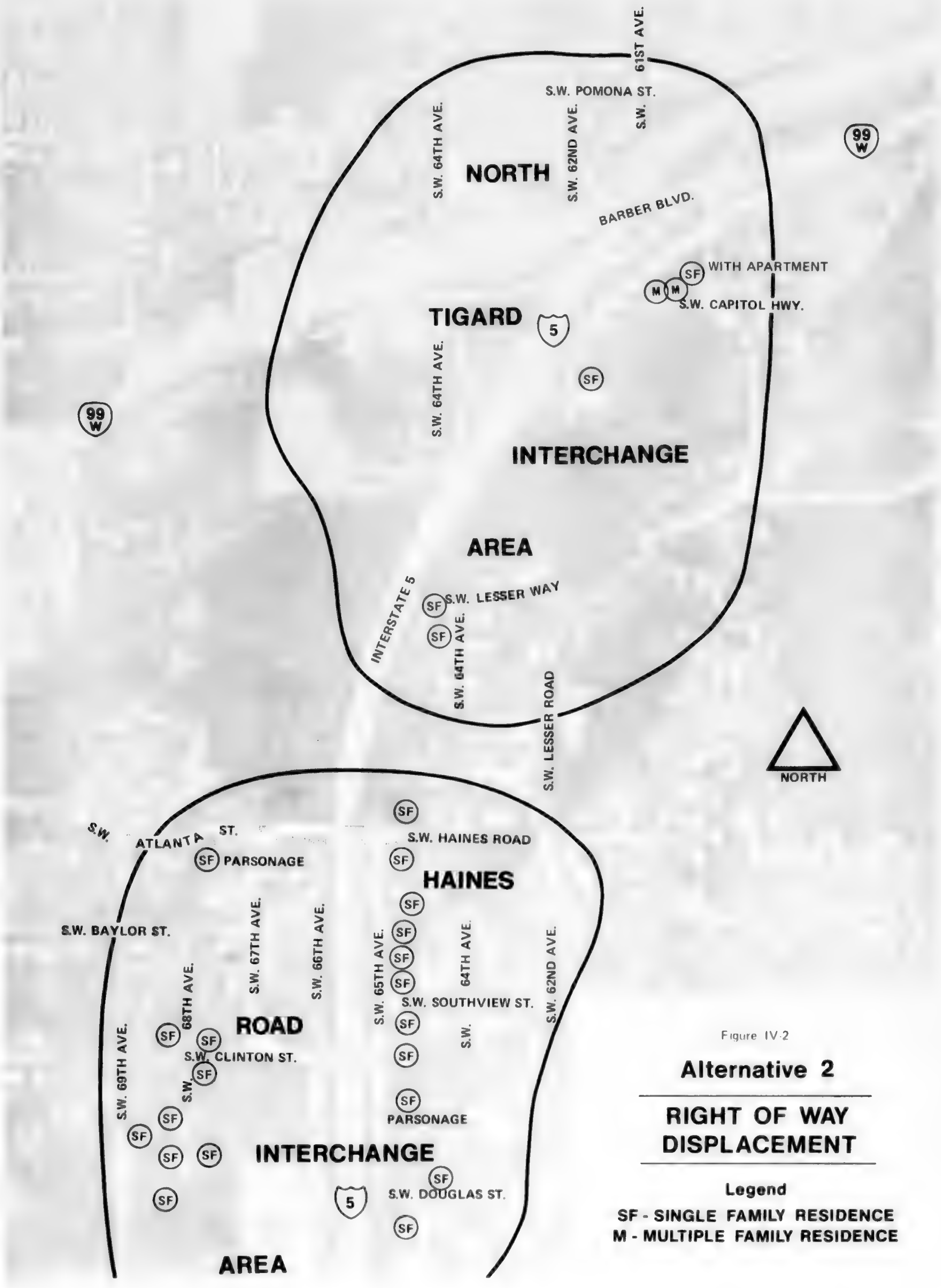
S.W. 61ST AVE.
S.W. POMONA ST.
S.W. 62ND AVE.
S.W. 64TH AVE.
99 W
NORTH
BARBER BLVD.
SF WITH APARTMENT
M M
S.W. CAPITOL HWY.
TIGARD
5
S.W. 64TH AVE.
SF
99 W
INTERCHANGE
AREA
INTERSTATE 5
SF S.W. LESSER WAY
SF
S.W. 64TH AVE.
S.W. LESSER ROAD
NORTH
SF
S.W. ATLANTA ST.
S.W. HAINES ROAD
SF PARSONAGE
SF
HAINES
SF
S.W. BAYLOR ST.
S.W. 67TH AVE.
S.W. 66TH AVE.
SF
SF
SF
S.W. 65TH AVE.
S.W. 64TH AVE.
S.W. 62ND AVE.
S.W. SOUTHVIEW ST.
S.W. 68TH AVE.
SF
ROAD
SF
SF
S.W. CLINTON ST.
SF
S.W. 69TH AVE.
SF
SF
PARSONAGE
SF
SF
SF
INTERCHANGE
SF
5
S.W. DOUGLAS ST.
SF
SF
AREA

Figure IV-2

Alternative 2

RIGHT OF WAY DISPLACEMENT

Legend

SF - SINGLE FAMILY RESIDENCE
M - MULTIPLE FAMILY RESIDENCE

ramps and road connections. (See Figure IV-2.) This alternative would require a total of about fourteen (14) acres.

This alternative would displace twenty-nine (29) households and approximately 78 people.[4] (See Table IV-6.) Twenty-four (24) single-family residences, and five multiple-family units would be acquired totally. Two of the single-family residences are parsonages for churches in the area -- the First Evangelical Free Church and the Southwood Park Baptist Church.

With this alternative, displacement of nine (9) households or about 31 percent of the total household displacement would be caused by the widening and construction of the truck climbing lane. About sixteen people would be displaced in the North Tigard Interchange area, including four (4) single-family residences, and five (5) multiple-family units.

Construction of a new Haines Road Interchange would displace twenty (20) single-family households, affecting about 62 people. Of the total households affected by this alternative, the Haines Road Interchange area would account for about 69 percent of the displacement and 83 percent of the single-family dwellings.

The new Haines Road Interchange would change existing access and circulation patterns in the area. West of I-5, S.W. 66th Avenue, the existing frontage road, would be made discontinuous and would be obliterated between Clinton and Dartmouth Streets. S.W. 68th Street would be widened and upgraded to serve as the principal north-south connecting road between I-5 and the Haines Road Overcrossing. Improvement of S.W. 68th Avenue would displace nine (9) single-family residences (including one residence which serves as a parsonage for the Southwood Park

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[4] As noted previously, the number of residents was determined in interviews conducted in 1972 and 1973. The figure for number of people should be viewed as an estimate only.

TABLE IV-6

SUMMARY OF RESIDENTIAL DISPLACEMENT

	ALTERNATIVE 2			ALTERNATIVE 3		
	North Tigard Interchange Area	Haines Road Interchange Area	Total	North Tigard Interchange Area	Haines Road Overcrossing Area	Total
Number of Households Displaced	9	20	29	9	7	16
Approximate Number of People Displaced	16	62	78	16	18	34
Residential Type:						
Single Family	4	20 [a]	24 [a]	4	7 [b]	11
Multi-Family	5	0	5	5	0	5

SOURCE: Oregon State Highway Division, Phase II Right of Way Liaison Report (1973), with current revisions.

a. Alternative 2 would affect two single-family residences which serve as parsonages for churches. Each parsonage is presently occupied by a family of three. These residences are included in the above count.

b. Alternative 3 would affect one of the parsonages. This single-family residence is included in the count.

Baptist Church). On the east side of I-5, the interchange loop and frontage road would be on all new alignment. These changes and rebuilding of the Haines Road Overcrossing would affect eleven single-family residences on the east side of I-5. One of these residences is the parsonage for the First Evangelical Free Church.

Alternative 3 -- Without the Haines Road Interchange. Alternative 3 would require less right of way and relocations than Alternative 2, since it would involve closure of the existing interchange, no new Haines Road Interchange, and only the realignment of the existing Haines Road Overcrossing. (See Figure IV-3.) This alternative would require a total of about eight (8) acres of new right of way. In total, Alternative 3 would affect sixteen (16) households and displace approximately thirty-four (34) people. Eleven (11) single-family residences, and five (5) multiple-family units would be acquired for the highway improvement. Only one church parsonage, the single-family residence belonging to the Southwood Park Baptist Church, would be required with this alternative.

About half (56 percent) of the households affected by this alternative are in the North Tigard Interchange area. Widening and reconstruction of the Haines Road overcrossing would remove about three houses, one on the west (the church parsonage) and two on the east. Four other houses on S.W. 65th Avenue, south of Haines Road, would also require relocation. Widening I-5 to six lanes would require that the frontage road (S.W. 65th Avenue) be moved easterly. Although this frontage road location would not, in itself, require the four houses, the remaining portion of the properties would not be of sufficient size for septic tank drain fields. Therefore, relocation would be necessary. Multnomah County has plans to provide this area with sewer lines, as part of the Lesser Road Annexation to the Tualatin Heights Service District. Sewer line installation along S.W. 65th

Avenue may negate the need for total acquisition of the property, assuming construction of the sewer line precedes the construction of the highway improvement.

Public Facilities and Emergency Services

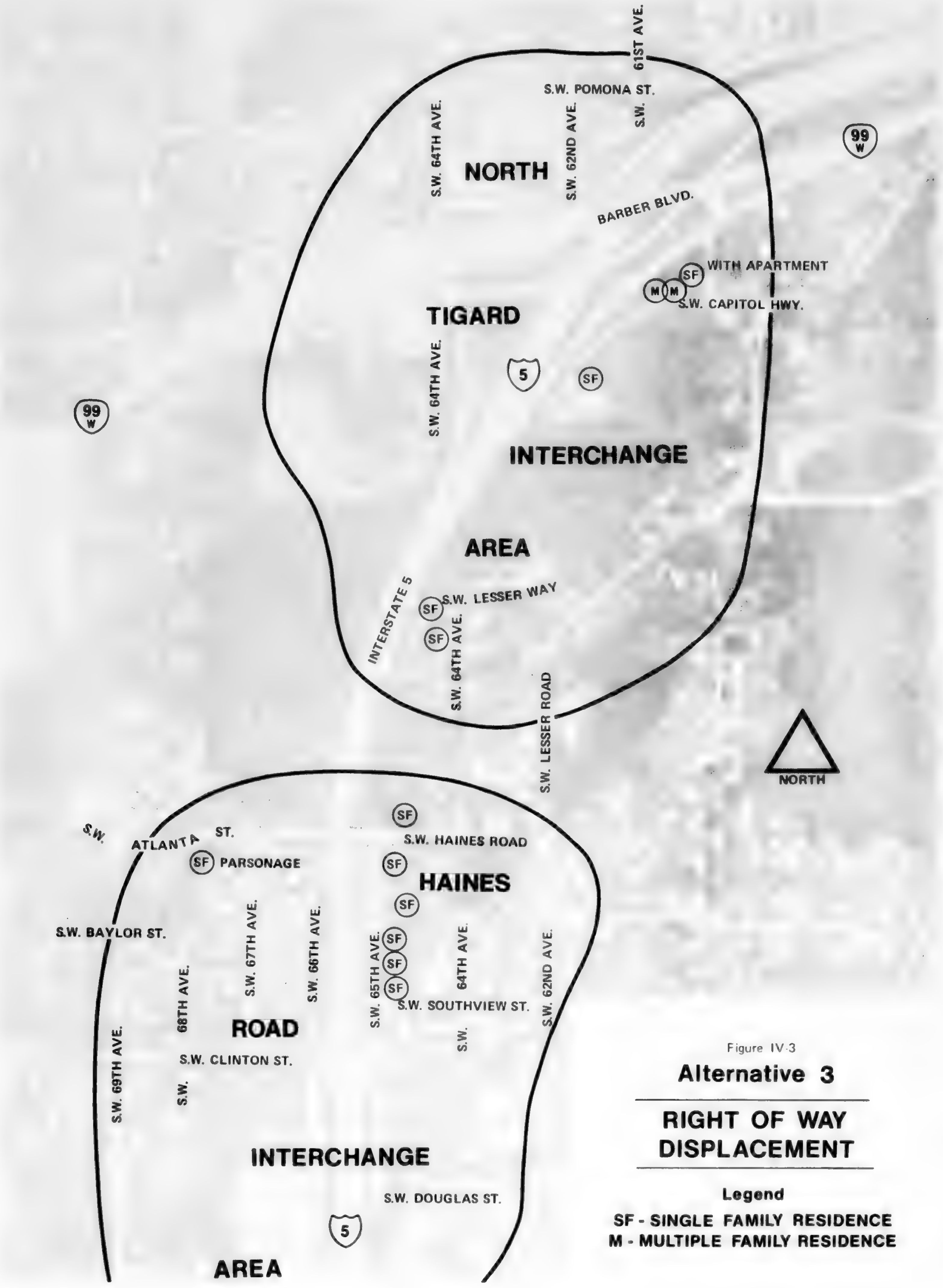
Alternative 1 -- No-Build Alternative. This alternative would have minimal impact on the public facilities and emergency services in the area.

Alternative 2 -- With the Haines Road Interchange. This alternative improves the access from I-5 into the Triangle and east of the freeway. The new interchange may attract more northbound traffic going to the Portland Community College, thus introducing more traffic on S.W. Haines Road and S.W. Lesser Road. Neither this alternative or Alternative 3 would have an impact on the Phil Lewis Elementary School.

Most of the emergency services that are provided for the area come from either the Lake Oswego area in the east or the Tigard area on the west. Neither Alternative 2 or 3 would effectively change the routing or direction of these services into the area. However, Alternative 2 would provide safer transportation of emergency vehicles in and out of the immediate area of the Haines Road Interchange and better access to emergency situations than the existing roadway network.

Alternative 2 would displace two church parsonages belonging to the Southwood Park Baptist Church and the First Evangelical Free Church. These displacements are not expected to have adverse impacts on the church organizations, assuming that replacement parsonages can be found in the immediate vicinity of the churches.

Alternative 3 -- Without the Haines Road Interchange. This alternative would cause minor rerouting and out-of-direction travel for some students driving northbound on I-5 to the Portland Community College.


S.W. 61ST AVE.
S.W. POMONA ST.
S.W. 64TH AVE.
S.W. 62ND AVE.
99 W
NORTH
BARBER BLVD.
SF
WITH APARTMENT
M
M
S.W. CAPITOL HWY.
TIGARD
S.W. 64TH AVE.
5
SF
99 W
INTERCHANGE
AREA
INTERSTATE 5
S.W. LESSER WAY
SF
SF
S.W. 64TH AVE.
S.W. LESSER ROAD
NORTH
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S.W. ATLANTA ST.
S.W. HAINES ROAD
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PARSONAGE
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S.W. BAYLOR ST.
S.W. 67TH AVE.
S.W. 66TH AVE.
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SF
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S.W. 65TH AVE.
S.W. 64TH AVE.
S.W. 62ND AVE.
S.W. SOUTHVIEW ST.
S.W. 68TH AVE.
ROAD
S.W. CLINTON ST.
S.W. 69TH AVE.
INTERCHANGE
S.W. DOUGLAS ST.
5
AREA

Figure IV-3

Alternative 3

RIGHT OF WAY DISPLACEMENT

Legend

SF - SINGLE FAMILY RESIDENCE

M - MULTIPLE FAMILY RESIDENCE

Closure of the interchange would prevent emergency vehicles from direct I-5 access into the immediate area of the existing interchange. This would increase travel time and distance in some cases. Other access routes would be used which may decrease the quality and speed of these emergency services.

This alternative would affect the displacement of the Southwood Park Baptist Church parsonage. However, this should have no severe impact on that church organization.

PROBABLE UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS AND MITIGATIONS OF THE ADVERSE IMPACTS

Population Trends and Projections

Alternative 1, the no-build situation, may slow down the anticipated rate of population increase in the project area due to the continued use of a substandard facility. Closure of the Haines Road Interchange (Alternative 3) may retard population growth in the influence area of the interchange. No mitigations are suggested.

Socioeconomic Characteristics of the Area Residents

Alternative 1 would have minimal impacts. Alternative 2, with the new interchange and increased ease of access into the area, would bring pressures for conversion of some residential areas to commercial use, especially in the Tigard Triangle. Alternative 3 would change the habitual pattern of highway service and facility use for the residents that use the interchange. Travel times, costs and distances would increase for some residents who must find alternative access points to their destinations. Some residential streets would have an increase in traffic with Alternative 3. No mitigations are identified.

Right-of-Way Residential Displacement

Alternative 2 would displace 29 households (of which two households are church parsonages) and approximately 78 people. Alternative 3 would displace 16 households (including one church parsonage) and affect about 34 people.

One of the unfortunate, but unavoidable consequences of a highway project is the necessary displacement of a comparatively small percentage of the area populations for the greater good of the public as a whole. These displacements, even if for the greater good of society, limit the residential "freedom of choice" for the affected displacees since they are required to relocate. Also, for those persons directly affected by the highway, there is often a prolonged period of uncertainty as to when displacement will occur. This project, for example, has been in the planning stage since the late 1960's. Right-of-way agent contacts with the potential displacees were made in 1972 and 1973. This long planning period prior to actual displacement, affects the personal day-to-day decisions and choices of the affected displacees.

Nonetheless, it is the policy of the Oregon State Highway Division that displaced persons should receive fair and humane treatment, and shall not suffer unnecessarily as a result of such highway improvement programs designed for the benefit of the public as a whole. Property required for the highway project is purchased at fair market value, and no family or individual is required to vacate any dwelling until adequate replacement housing has been found or offered. The latest study of available replacement housing was made by the Right of Way Section in November, 1975. The study indicated that there is adequate replacement housing to meet the needs of the displacees on this project. (The complete replacement housing study is contained in Appendix IV-A.)

Those displacees affected by the project are eligible for relocation benefits and assistance. A summary of the procedures for the acquisition of property and the benefits of the relocation assistance programs is contained in Appendix IV-A.

Public Institutions and Emergency Facilities

Alternative 3, without the Haines Road Interchange, would eliminate direct access from I-5 into the neighborhoods near the interchange, thus causing emergency service vehicles to find alternative routes. This may, in some cases, decrease the quality of emergency service to that immediate area.

Alternatives 2 and 3 displace church parsonages, two for Alternative 2 and one for Alternative 3. Relocation assistance will be provided for those church institutions. Assuming that replacement housing can be secured in the immediate area of the church, these would be only minimal effects on the church organization.

RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

In the short term, this project would affect the displacement of 29 households and about 78 people with Alternative 2 and 16 households and about 34 people with Alternative 3. Alternatives 1 and 3 have the potential for slowing down growth in the Tigard Triangle and in a small area east of the Haines Road Interchange. Alternative 2 would accelerate growth and the conversion of some residential areas to commercial areas. In the long run, this highway would facilitate the movement of people in and through this area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Alternative 2 would commit about fourteen acres of private and institutional property to highway use and displace 29 households and about 78 people.

Alternative 3 would commit about eight acres of private and institutional property to highway use and displace 16 households and about 34 people. The land acquired for the project would be committed to transportation use, thereby closing the options for other uses.

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APPENDIX IV-A

THE RIGHT-OF-WAY PROGRAM

I. Study of the Availability of Replacement Housing

The following information is based on a study of available replacement housing, dated November 6, 1975, prepared by the Right of Way Section.

Oregon State Highway Division policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered comparable replacement housing. A comparable replacement dwelling is one which is decent, safe and sanitary (DSS), functionally equivalent and substantially the same as the original dwelling acquired, regarding the number of rooms, area of living space, construction, age and condition. It must be located in an area with comparable public utilities, public and commercial facilities. It must be reasonably accessible to the place of employment and adequate to accommodate the needs of the displacee. It must be located in an equal or better neighborhood and within the financial means of the displacee. A comparable replacement dwelling must also be available on the open market and be fair housing, open to all persons regardless of race, color, religion, sex or national origin.

In the North Tigard Interchange area, half of the single-family residences are owner-occupied and half are rented to tenant occupants. In the Haines Road area, about 56 percent of the single-family residences are owner-occupied and 44 percent are rented. (These percentages do not include the parsonages, since these residences are owned by the church and usually provided free of rent to the pastor of the church.)

Alternative 2 would have the greater number of residential displacements -- 29 households. Of these 29 households, 12 are owner-occupied and 17 are tenant/renter-occupied. (The parsonages are included in the renter category.)

Most of the owner occupants of single-family residences expressed a desire to relocate in the southwest area of Portland. Likewise, most of the tenants indicated that they would like to rent replacement housing in the southwest area.

The replacement plans for the two parsonages are unknown.

This project is within the Portland Metropolitan area. This area is served by two multiple listing services which have a combined membership of approximately 150 realtors. There are also many nonmember realtors; the Portland telephone directory lists in excess of 500 realtors, which include those belonging to the two listing services. There are two daily newspapers plus several "shoppers news" which carry real estate advertising.

The following data (Table IV-6) was obtained from the current listings published by the Oregon Multiple Listing Service. The area included within this study includes the entire southwest area of Portland and extends west to the Beaverton area and south to Tigard. This area is within a five-mile radius of the project. The rental data was obtained from the current Sunday Oregonian. It should be noted that many rental houses are not formally advertised but their availability is made known by word of mouth and notices on community bulletin boards.

TABLE IV-6

REPLACEMENT HOUSING
AVAILABLE FOR OWNER-OCCUPIED AND
TENANT-OCCUPIED RESIDENCES

Minimum Requirement[a]	Owner-Occupied Residences				Tenant-Occupied Residences			
	Market Value							
	$30,000-$40,000		$40,000-$50,000			Available to Rent		
	No. of Households Displaced	No. of Avail. Houses	No. of Households Displaced	No. of Avail. Houses	No. of Households Displaced	Single-Family Resid.	Duplex	Apartment
1 Bedroom	-	-	-	1	5	3	-	24
2 Bedrooms	-	4	1	4	4	9	7	23
3 Bedrooms	4	49	5	61	7	9	4	5
4 Bedrooms	-	9	1	41	1	1	-	-
5 Bedrooms	-	2	1	6	-	-	-	-

[a] The minimum housing requirement is either the number of bedrooms which the displacee's present dwelling has or the number of bedrooms needed to satisfy the DSS requirements.

Of the 17 households presently renting, 12 are in single-family residences, 4 are in duplexes and one is in an efficiency apartment. Although only one four-bedroom rental was listed for rent in the current issue of the Oregonian, it is anticipated that additional four-bedroom rentals would be available during the acquisition/relocation stage of the project.

An inspection was made of thirty-six of the available houses listed for sale within the study area; all of the houses in the $30,000 to $50,000 value met decent, safe, and sanitary requirements.

The study of available housing indicates that there is adequate replacement housing to meet the needs of the displacees on this project. Studies of recent multiple listing publications indicate that replacement housing will continue to be available into the foreseeable future. This study also indicates that adequate replacement rental housing will be available during the 18-month lead time projected for the relocation phase of the project. Since several of the rentals are in the lower price range, it is anticipated that rent supplement payments will be required.

There are no known Federal, State, or community projects planned for this area which would greatly affect the supply and demand for housing.

II. Summary of the Acquisition of Property and Relocation Assistance Programs

For Federally-assisted projects, acquisition and relocation assistance procedures are governed by the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," appropriate State Relocation Legislation and U.S. Department of Transportation Order 5620.1.

Right-of-way acquisition and relocation for this project is administered by the Region 1 Right of Way Office. Specific questions concerning right of way can be answered by contacting:

Region 1 Right of Way Office
Oregon State Highway Division
9200 McLoughlin Blvd.
Portland, Oregon 97202
Telephone No. 653-3113

The right-of-way program for this project is under the supervision of Mr. Kenneth Rolfe, whose office is at the above address.

Any person, family or business displaced by a highway project is offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel in the regional right of way office. A relocation agent, assigned to the highway project, will contact personally each displacee and explain the services and payments available in accordance with the displacee's eligibility. The agent can provide a current listing of comparable replacement housing which is within the financial means of the displacee, available on the open market and "decent, safe and sanitary." Information is also available on Federal and State housing programs, loan programs and other Federal and State agencies offering assistance to displaced persons. The counseling agent will assist in completing application or claim forms for payments, and all pertinent financial information concerning replacement housing will be explained.

The regional right of way office maintains considerable information which may be of assistance to the displacees. Information concerning local housing ordinances, open housing, building codes, social services, data for such costs as security deposits, closing costs, typical down payments, interest rates and terms, VA and FHA insured loan requirements, real property taxes, consumer education literature on housing and various other subjects are available upon request.

It is the goal of the Right of Way personnel to be of service to the displaced individuals and assist in any way possible to make the relocation easy and successful.

Summaries of the right-of-way acquisition program and the relocation assistance program, including benefits, are contained as follows. Information on these programs is drawn from two Oregon State Highway Division leaflets, "Acquiring Land for Highways" (Form No. 81-734-3773, Rev. 3-1-75) and "Moving Because of the Highway?" (Form No. 81-734-3772, Rev. 8-1-75). Copies of these leaflets will be available at the public hearing on this project.

A. Acquisition of Property

Property required for this highway project would be purchased at fair market value.

Appraisal Procedure

Highway Division appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right of way. These appraisals are performed by a qualified staff appraiser, a professional independent appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Highway Division Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

The Right of Way Agent

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right of way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

Market Value

Before the initiation of negotiations for real property, the Highway Division will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer-willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the State Highway Division.

Moving Improvements

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

Payment

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clean title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days written notice. This notice will not be issued prior to the State's purchase of the property; however, in no event will an owner-occupant be required to surrender possession prior to receiving payment. In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

Possession

At the time negotiations are commenced with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Highway Division to acquire the property and give the requirements for eligibility for relocation benefits.

The Division is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

Eminent Domain

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Highway Division, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Division is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

B. Relocation Assistance Program

Eligibility

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

General Moving Expenses

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

Individual and Family Moving Expenses

Any individual or family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file a written claim with the State Highway Division on a form provided for that purpose. Only those individuals or families in occupancy at the start of negotiations for the property are eligible to receive this payment. In some cases, where it is to the benefit of the displaced person, written prearrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

TABLE IV-7

RESIDENTIAL MOVING SCHEDULE

Unfurnished
(Relocatee owns furniture)

$ 60 (1 rm)	$140 (3 rm)	$220 (5 rm)
$100 (2 rm)	$180 (4 rm)	$260 (6 rm)

Seven or more rooms -- $300

Furnished
(Relocatee does not own furniture)

$15 per room up to a maximum of $300

Business and Nonprofit Organization Moving Expenses

Displaced businesses and nonprofit organizations in occupancy at the start of negotiations for the property are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business during the two tax years immediately preceding the year in which such business is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

Storage of Personal Property

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months.

Replacement Housing

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Upon request by the displacee a preliminary determination of any of the above benefits will be calculated and presented to the displacee.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by State Highway Division personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. It is advised that this determination be made prior to the making of a commitment to rent or buy.

Possession

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days written notice. This notice will not be issued prior to the State having control of the property.

Appeals

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal.

Appeal forms can be secured from the Right of Way agent who is handling the property acquisition. The Chief Administrative Officer of the Highway Division has designated the Condemnation Supervisor and the Right of Way Engineer of the Highway Division as an appeals board. Appeals must be filed with the board within one year after the date of displacement.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached.

Appellants who are dissatisfied with the decision of the appeals board may make a final appeal, in writing, to the Administrator of the Highway Division in Salem.

Relocation Agent

Relocatees will be given detailed information regarding their eligibility and possible benefits by the Right of Way agent relocation agent assigned to the project.

Relocation Payment

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

TABLE IV-8

1970 RELOCATION ACT--MONETARY BENEFITS

RESIDENTIAL				BUSINESS AND NONPROFIT ORGANIZATIONS	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$ 500 maximum	Reasonable cost of search for new site	$ 500 maximum $ 100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve. months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$ 500 maximum			Payment "in lieu" of all other benefits--requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

HISTORICAL AND ARCHEOLOGICAL RESOURCES

Historic Setting

The North Tigard-South Tigard project area was inhabited by Indian tribes of the Calapooian Family prior to the arrival of the first settlers. Farms were established early in the twentieth century and continued in operation until the 1950's when intensive urban development began.

The Oregon Century Farm Program* lists those farm properties which have met the requirements of a "bona fide" farm as defined in Oregon statute and have been operated continuously by the same family for 100 years or more. Although there are several of these farms in the Tigard and Lake Grove vicinities, none of these lands or buildings are located in the project area.

Historic Places

There are no properties within the project area which are listed or nominated for listing in the National Register of Historic Places. In addition, there are no historic places in this area which are on the Statewide Inventory of Historic Sites and Buildings. No farms in this area are listed in the Oregon Century Farm Program.

A field survey of the area revealed no sites or buildings which are known to possess historic value or potential for recognition. Neither are there any such sites identified by the local community.

*Compiled by the Oregon State Department of Agriculture and the Oregon State Historical Society.

Archeology

Although Indian habitation existed during an earlier period, probability of important archeological discovery is lessened by extensive development of the area. Occasional flooding of lower tracts, including extensive inundation in 1861, may have removed many such artifacts.

Prior to construction of the project, however, an archeological reconnaissance survey will be conducted by the Museum of Natural History at the University of Oregon. Salvage will be undertaken at appropriate sites if they would be adversely impacted by the project.

Impacts

Historical

The North Tigard-South Tigard project does not affect any properties which are listed or nominated for listing in either the *National Register of Historic Places* or the *Statewide Inventory of Historic Sites and Buildings*. There will be no adverse impacts on sites or buildings of local historical importance or potential since no such places have been identified.

Archeological

The reconnaissance survey by the Museum of Natural History will identify existing and potential archeological sites which could be impacted by the project. Any appropriate salvage or mitigation measures will be completed prior to construction.

EXHIBIT V-1

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 8, 1976

Gary Potter, Manager
Environmental Section
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Potter:

The North Tigard-South Tigard Highway Project on Interstate 5 will not affect any properties which are listed, nominated, or approved for nomination to the National Register of Historic Places. A review of our files also indicates there are no properties within this project area which are in the Statewide Inventory of Historic Sites and Buildings.

A field survey of the area shows no buildings or sites of known historic value or potential. Although there are several Century Farms in the Tigard and Lake Grove vicinities, none of these certified farms will be affected by this highway project.

Sincerely,

Paul B. Hartwig RKS

Paul B. Hartwig, Coordinator
for State Historic Preservation Office

PH:ko

Record of Coordination and Mitigation

Historic

The Oregon State Historic Preservation Office was contacted to determine whether any listed or nominated National Register properties existed in the project area. This office also reported no listings in the Statewide Inventory of Historic Sites and Buildings. There will be no adverse impacts on sites or buildings of local historical importance or potential since no such places have been identified.

Archeological

Arrangements have been made with the Museum of Natural History to conduct a reconnaissance survey of the project area and to salvage any archeological materials or perform necessary mitigation measures.

BIBLIOGRAPHY

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N. G. Seaman. Indian Relics of the Pacific Northwest. Binfords and Mort, Publishers. Portland, Oregon. 1967

GEOLOGY

Study Approach

Several field trips were made to the project to examine its topography, soil and rock types, geologic hazards, potential erosion areas, evidence of ground water, and potential material sources and surplus sites. This was supplemented by discussions with members of the Region 1 geology staff.

Use was also made of prior reports by the Region 1 geology staff detailing core drill records, laboratory soil analysis reports, and base design recommendations.

Detail, profile, and cross-section maps from the Location Section, as well as aerial mosaic maps from the Photogrammetric Unit were used. This unit was also checked for the presence of survey monuments in the project. The Location Section likewise supplied the aggregate, cut and fill, and clearing and grubbing data. Both the Hydrology Unit and the Landscape Unit supplied information on erosion control.

Project Alternatives

The project essentially consists of the following three alternatives:

ALTERNATE I	ALTERNATE 2	ALTERNATE 3
No-build (North Tigard and Haines Road Interchanges remain as existing)	Widen I-5 Rebuild North Tigard Interchange, including Truck Lane Reconstruct Haines Road Overpass Revise Haines Road Interchange	Widen I-5 Rebuild North Tigard Interchange, including Truck Lane Reconstruct Haines Road Overpass Close Haines Road Interchange

The above alternatives consist of widening a 1.44 mile segement of Interstate Highway 5 near Tigard from four to six lanes, revision and reconstruction of two interchanges, improving alignments, creating a truck lane, and constructing, altering, or obliterating ramps and streets. Upon completion of the project, I-5 will be completely six-laned between Portland and Salem, the purpose being to more safely accommodate increasing traffic volumes.

No unusual construction problems are anticipated.

Existing Environment

Topography

The project crosses the western lower slopes of Mt. Sylvania, an extinct volcano rising approximately 975 feet above mean sea level (a.m.s.l.). Elevations on the freeway portion of the project rise from about 250 feet a.m.s.l. at the south end to about 500 feet a.m.s.l. at the north end, making an overall gradient of three percent. The gradient in the north portion, attaining a maximum of 5.8 percent north-easterly from the North Tigard Interchange, is considerably steeper than that in the south portion.

The project hill slopes are gentle to moderate except for those of the steep-sided westerly-trending gully draining the area just south of the North Tigard Interchange. The freeway crosses the gully via a fill and conducts the unnamed intermittent stream westward by means of a culvert near Station 422+00.

(A station is a survey point established every 100 feet, with smaller increments designated when needed, as: Station 422+28, which means 42,228 feet from the point of beginning, measured along the centerline.)

Geology

Exploratory drilling along the project indicates a very irregular soil zone from 0 to 21 feet or more deep. Underlying this are the relatively thin flows of Boring Lava extruded from nearby Mt. Sylvania during the late Pliocene geologic age. This rock is a massive, blocky, gray porphyritic (larger crystals within a finer groundmass) olivine basalt that forms the bedrock throughout the project. The rock is weathered locally to depths of 46 feet or more. None of the drill holes, the deepest being 58 feet, are known to have penetrated the lava rock into the underlying sedimentary Troutdale Formation of early Pliocene age.

No faults or other geologic structural weaknesses are known to occur in the project area.

Geologic Hazards

Although no geologic hazards are known to occur in the project area, it is imperative that several wet areas be adequately drained before construction proceeds. These areas occur from the north end of the project to about freeway Station 387+00, and in the vicinity of two intermittent streams near Freeway Stations 422+00 and 54+00. Probing of the latter area along Line A in the Haines Road Interchange complex disclosed depths of soft soil 2.5 to 5.0 feet deep. This is thought to be due to saturation rather than to an inherently weak soil. The area is very poorly drained and improving the drainage prior to placing embankment would greatly facilitate construction.

The proposed remedial system of drainage culverts and ditches is described in detail in the Hydrology Section of this Draft Environmental Impact Statement.

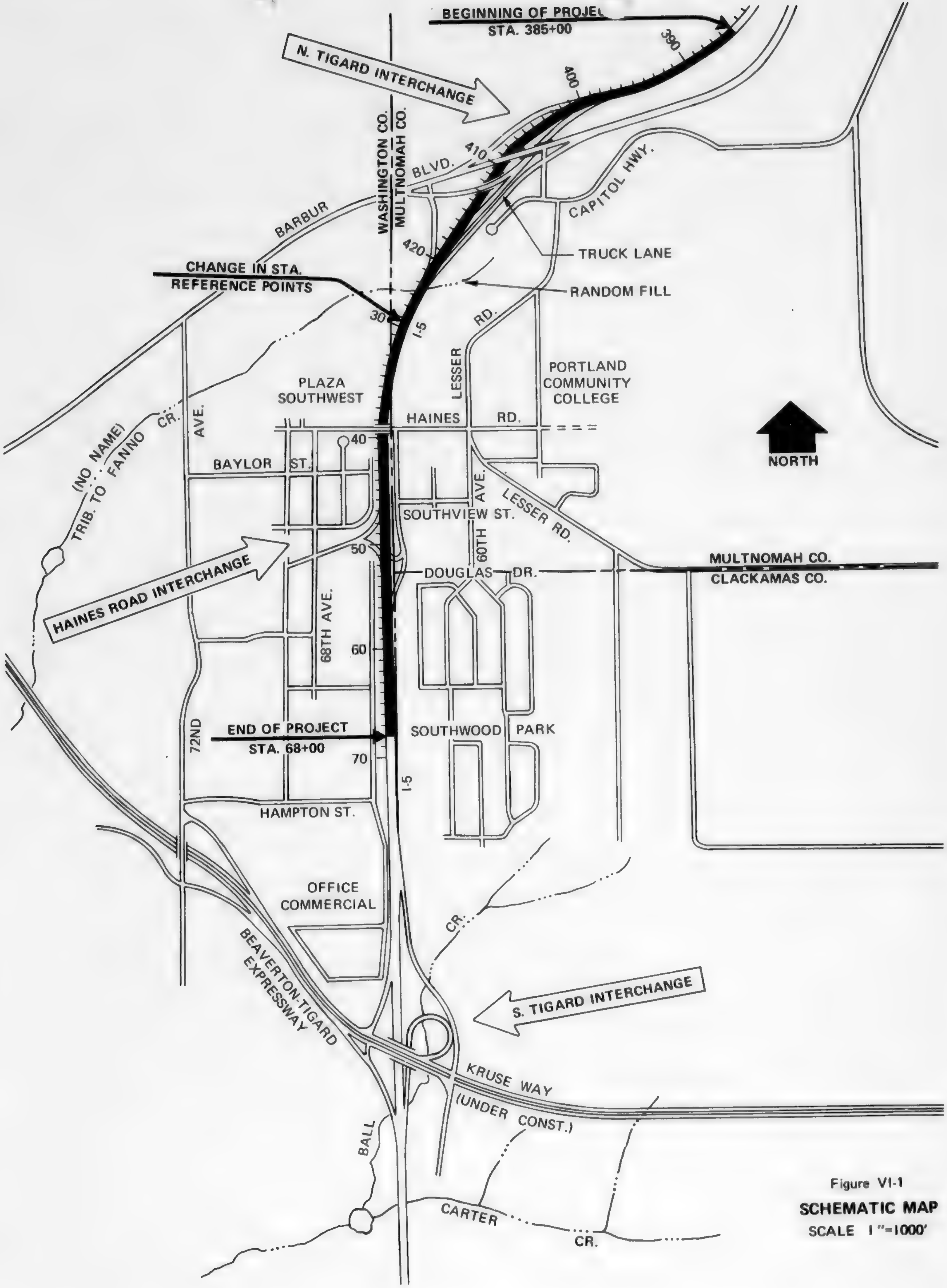
BEGINNING OF PROJEC
STA. 385+00
390
400
410
420
N. TIGARD INTERCHANGE
WASHINGTON CO.
MULTNOMAH CO.
BARBUR
BLVD.
CAPITOL HWY.
TRUCK LANE
CHANGE IN STA.
REFERENCE POINTS
RANDOM FILL
30
I-5
RD.
LESSER
PORTLAND
COMMUNITY
COLLEGE
PLAZA
SOUTHWEST
HAINES
RD.
40
BAYLOR
ST.
AVE.
(NO NAME)
TRIB. TO FANNO
CR.
NORTH
SOUTHVIEW ST.
60TH
AVE.
LESSER
RD.
50
HAINES ROAD INTERCHANGE
DOUGLAS
DR.
MULTNOMAH CO.
CLACKAMAS CO.
68TH AVE.
60
72ND
END OF PROJECT
STA. 68+00
70
SOUTHWOOD
PARK
I-5
HAMPTON ST.
OFFICE
COMMERCIAL
CR.
BEAVERTON-TIGARD
EXPRESSWAY
S. TIGARD INTERCHANGE
KRUSE WAY
(UNDER CONST.)
BALL
CARTER
CR.

Figure VI-1

SCHEMATIC MAP

SCALE 1"=1000'

Planned 2:1 slopes (cut two feet horizontal to one foot vertical) will be satisfactory throughout the project with the exception of the cut section at the North Tigard Interchange where pre-splitting (a method of blasting in which both vertical and horizontal shots are made in close sequence) on 1/4:1 slopes is recommeded if the irregular rock surface and variable overburden (soil cover) depths will permit it. This should be at the discretion of the assigned Resident Engineer. The existing rock slopes are very irregular due to conventional blasting.

Soils

Exploratory borings for structure and embankment foundation information along the project show the typical soils to be clayey to sandy silts and silty clays varying from fine textured to rocky. The soil chosen for the base design is a gravelly sandy silt generally present in the construction zone. The following test data of the soil are extracted from Laboratory Report No. 787647, on file with the Materials Section of the Oregon State Highway Division.

CLASSI-FICATION	SOIL CONSTANTS			SIEVE ANALYSIS	HYDROMETER ANALYSIS			
AASHTO	Liquid Limit	Plastic Limit	Plastic Index	% Passing No. 200 Sieve	% 2mm*	% Sand	% Silt	% Clay
A-4(6)	29	22	7	66.8	9.6	23.6	47.0	19.8

* = larger than.

The A-4(6) classification designates the soil as being fair to poor for subgrade or embankment material. An explanation of the other table headings and the impact of the test data on the proposed construction follows this text.

Granular material in the form of rocky soil and soft weathered lava rock may be expected in the deeper cut sections throughout most of the project. Lava rock occurrences indicate a very irregular rock profile.

In the vicinity of the North Tigard Interchange lava rock is exposed in the existing cuts. Exploratory borings in the proposed cut section of the Interchange complex from freeway Station 410+50 to 411+50 disclosed hard, blocky rock with overburden soil depths of 7.5 to 21.0 feet. The material from freeway Station 413+00 to 417+00, also within the Interchange complex, varies from soil to rocky soil and severely weathered soft lava rock.

Farther south in the Haines Road Interchange complex, from freeway Station 38+80 to 44+50, the material likewise varies from soil to rocky soil and severely weathered soft lava rock except at Station 39+50. Here, a test boring disclosed hard, blocky lava rock from 5.3 to 19.0 feet underlain and overlain by soft weathered material. Large boulders may be expected, particularly on the left or east side of the freeway, south of Haines Road.

TABLE EXPLANATION

1. AASHTO Classification.--The American Association of State Highway and Transportation Officials classification rates soils on a scale of A-1 through A-7, with the lowest number indicating soils best suited for subgrades. Additional numbers are added to the basic classification for more definitive description.

   The A-4 (6) classification designates the soil as being fair to poor for subgrade or embankment material.

2. Liquid Limit.--This test determines the moisture content at which a soil passing the No. 40 sieve changes from a plastic to a liquid state. The test is an index of cohesion in which the scale of 1 to 100 progressively indicates that the higher the clay content of the soil, the lower is its load-carrying capacity.

   The test determined that the soil passed from a plastic to a liquid state when its moisture content reached 29 percent.

3. Plastic Limit.--This test determines the moisture content at which the soil changes from a semi-solid to a plastic state. The plastic limit is governed by the clay content. The load-carrying capacity of the soil increases very rapidly as the moisture content is decreased below the plastic limit, and decreases very rapidly as the moisture content is increased above the plastic limit.

   The test determined that the soil would be in a semi-solid state when its moisture content was below 22 percent, and in a plastic state when it was above.

4. Plastic Index.--This figure is the numberical difference between the Liquid Limit and the Plastic Limit, and represents the range in moisture content at which a soil is in a plastic state. A small plastic index, such as 5, shows that a small change in moisture content will change a soil from a semi-solid to a liquid state. Such a soil is very sensitive to moisture unless the silt and clay content combined is less than 20 percent. A large plastic index, such as 20, shows that considerable water can be added before the soil becomes liquid.

   The soil is plastic between a moisture range of 22 to 29 percent and, because of its moderate silt and clay content (66.8 percent), is moderately sensitive to moisture.

5. Percent Passing No. 200 Sieve.--The significance of this test is that it separates the fines (clay and silt) from the granular (sand and gravel) materials on a percentage basis.

   The moderate percentage of fine material (66.8 percent), indicates that the soil is fair to poor for subgrade and embankment construction.

6. Hydrometer Analysis.--This test is performed on the No. 10 minus material to determine the percentages of sand, silt, clay, and colloids in the soil sample.

   The relatively moderate percentages of silt (47.0 percent), and clay (19.8 percent), indicate a fair to poor soil for construction purposes because with a decrease in particle size the moisture content becomes more critical, drainage problems increase and, due to lack of internal friction, the supporting strength becomes less.

Erosion Control

Approximately 16.7 acres will be exposed in the project if Alternate 2 is constructed and 10.7 acres if Alternate 3 is constructed. Other than seeding (grass) and mulching, and the use of hay bales, it is not known at this early pre-contract date what other methods, if any, will be used to control erosion.

It is important that the seeding, fertilizing, and mulching be applied in sufficient time during the growing season to assure germination and growth to stabilize the exposed areas and provide a protective cover, particularly for the slopes. If for some reason the slopes are not protected by grass or other flora before the fall and winter rains, means should be taken to prevent as much soil erosion as possible.

In addition to seeding and mulching the fill slopes bridging the gully and intermittent stream in the vicinity of freeway Station 422+00, hay bales also will be used to alleviate siltation of the stream. Surface runoff from the random fill area in the gully east of the freeway will be directed toward one or more points along the adjacent ditch rechannelizing the stream. Hay bales will be placed at these points, as well as above and adjacent to the culvert inlet to lessen siltation. On the west side of the fill, hay bales are to be placed at the bottom near the freeway right-of-way line to prevent eroded material from entering the stream. As some gullying of this 2:1 slope is to be expected, cross drains along it may prove beneficial.

The use of hay bales act as both energy dissipators and filters, and provide erosion and siltation control until the grass and/or other flora becomes well established.

It is the policy of the Oregon State Highway Division to stipulate in its road grading contracts that all ground surfaces exposed to erosion be seeded and mulched. Other methods of erosion control are either stipulated in the contract or, in some unforeseen situations, may be decided by the Resident Engineer in the field during construction. A fund for this is provided in the contract. The work is done in stages along the project as soon as practicable after areas to be seeded and mulched are completed. To assure that there is no undue delay in applying the erosion control measures, the engineer can direct the contractor when to perform the work.

Inspection and maintenance of erosion control measures, both temporary and permanent, is standard policy of the OSHD.

Federal Highway Administration specifications for the federal aid programs in which grading is involved stipulate the following:

> "Under no conditions shall the amount of surface area of erodible earth material exposed at one time by excavation, borrow or fill within the right-of-way exceed 750,000 square feet (17.22 acres) without prior approval by the Engineer."
>
> and
>
> "Under no conditions shall the surface area of erodible earth material exposed at one time by clearing and grubbing exceed 750,000 square feet without approval by the Engineer."

Within the limits of the above FHWA specifications, the engineer may increase or decrease the amount of surface area of erodible earth material to be exposed at one time by clearing and grubbing, excavation, borrow and fill operations as determined by his analysis of project conditions.

Potential Material Sources

No state-owned material source exists in the area and it is recommended that the choice of a suitable source be the responsibility of the contractor. Several of the commercial sources in the area believed most likely to be used for the project, based on suitability and economics, are the: 1) Santosh Gravel Pit; 2) Hardtack Island Gravel Pit; 3) Tonquin Quarry; and 4) the Rivergate Quarry. Table VI-2, following, lists the physical aspects of these sources.

TABLE VI-1

POTENTIAL MATERIAL SOURCES

SOURCES	SANTOSH GRAVEL PIT	HARDTACK ISLAND GRAVEL PIT	TONQUIN QUARRY	RIVERGATE QUARRY
LOCATION	Columbia County, T.4N., R.1W., Sec. 31, NW¼ SE¼, on Columbia River flood plain, about 2 mi. N.E. of Scappoose	Multnomah County, T.1S., R.1E., Sec. 14, W½ NW¼, in Portland on Hardtack Island in Willamette River	Washington County, T.2S., R.1W., Sec. 34, NW¼, about 2 mi. S.W. of Tualatin, south of Sherwood Road	Multnomah County, T.1N, R.1W., Sec. 13, NW¼ NW¼, 2 mi. south of Linnton on N.W. St. Helens Road
HAUL DISTANCE AND POSSIBLE ROUTES	About 34 mi. by barge to Portland S.W. Curry Street plant, then about 5½ mi. by city streets and Hwy. I-5	About 3.7 mi. by barge to Portland N. Russell Street plant, then about 9 mi. by city streets and Hwy. I-5	About 6 mi. by Sherwood Road, Nyberg Road, and Hwy. I-5	About 13 mi. by N.W. St. Helens Road, city streets, and Hwy. I-5
ACCESS	Paved road	Barge and tram	Short rocked road	Short rocked road
ROCK TYPE	Sand and gravel	Sand and gravel	Basalt	Basalt
QUALITY	Paving and base rock	Paving and base rock	Paving, base, and fill rock	Paving, base, and fill rock
QUANTITY	Adequate	Adequate	Adequate	Adequate
OVERBURDEN	About 1½ feet	None	Mostly nominal	Variable
PLANT	Crusher at pit, and asphalt and concrete batch plants at Portland S.W. Curry Street site	Crusher on island, concrete batch plant at S.E. 4th St. site, and asphalt batch plant at N. Russell St. site.	Crusher	Crusher and asphalt batch plant
STOCKPILE SITE	Large	Large	Large	Adequate
OWNERSHIP	Pacific Building Materials	Ross Island Sand & Gravel Co.	Tigard Sand & Gravel Co.	Columbia West M'tls. & Constr. Co.
RECLAMATION	Plan on file	Plan on file	Exempt	Exempt
IMPACTS	In remote, sparsely populated area, screened from highway view, settling pond areas to be returned to agricultural use, irretrievable commitment of rock	In remote area having no near residences, working area visible from shore, berms prevent siltation of river, pits form good spoils sites, irretrievable commitment of rock	In remote, sparsely populated area, screened from road view, to be leveled for industrial sites, irretrievable commitment of rock	In industrial area, adjacent to N.W. St. Helens Road, working area visible from road, traffic is stopped when blasting, dust and noise pollution, irretrievable commitment of rock

It is estimated that approximately 115,000 cubic yards of crushed aggregate will be required for the project's Alternate 2 and 105,000 cubic yards for Alternate 3.

Material Required

It is estimated at this time (October, 1976) that approximately 55,000 cubic yards of aggregate will be required for surfacing and incidental construction for Alternate 2, and about 45,000 cubic yards for Alternate 3. These figures must be considered estimates because field conditions may necessitate changes.

Excavation and Embankment

Alternate 2 is estimated as requiring about 155,300 cubic yards of excavation and 151,600 cubic yards of common embankment material, producing a surplus of approximately 3,700 cubic yards. Alternate 3 is estimated as requiring about 121,000 cubic yards of excavation and 128,800 cubic yards of common embankment material, producing a surplus of approximately 22,800 cubic yards. These figures likewise must be considered estimates at this time.

The following table presents the figures in comparative form.

ALTERNATES	1	2	3
Excavation	---	155,300 cubic yards	121,000 cubic yards
Embankment	---	151,600 cubic yards	128,800 cubic yards
Surplus	---	3,700 cubic yards	22,800 cubic yards

Waste Sites

No waste sites outside the project limits are required. The gully east of the freeway in the vicinity of Station 422+00 will be random filled with about 25,000 cubic yards of common embankment material. The remaining surplus can be distributed along the project without difficulty.

(The difference between waste and surplus material is that waste must be stored outside the project limits, whereas surplus is used or distributed within the project).

Ground Water

Water well logs on file in the State Engineer's Office indicate that the static ground water levels in the project are well below the freeway construction depths. A 610-foot well, drilled in November, 1953 for a restaurant on Barbur Boulevard in the North Tigard Interchange area, registered a static water level of 210 feet below land surface. Two other wells, located approximately three-fourths mile east and one-half mile south of the above-cited well, registered static water levels of 80 feet below land surface, and 23 feet below land surface, respectively.

It is likely, however, that isolated zones of perched ground water (held above the regional water table by impermeable material such as clay) occur in the project area, and that they contribute to the surface water runoff. This occurs particularly during the rainy seasons, and continues until the aquifers are depleted to the level that they stop flowing.

Surface water runoff presents problems in several areas along the project, and these are discussed in the Hydrology Section of this Draft Environmental Impact Statement.

Protection of Survey Monuments

Oregon State Highway Division procedures insure that all vertical and horizontal monuments endangered by a proposed project are relocated. In the case of National Geodetic Survey monuments, notification is made directly to the National Geodetic Survey mark maintenance engineer. The National Geodetic Survey provides the funding for monument relocation.

It has been determined that no survey monuments exist in the project area.

TABLE VI-2

GEOLOGIC IMPACT SUMMARY

ENVIRONMENTAL COMPONENTS	ALTERNATIVE 1 No-Build	ALTERNATIVE 2 Widen I-5 Rebuild North Tigard Interchange, Including Truck Lane Reconstruct Haines Road Overpass Revise Haines Road Interchange	ALTERNATIVE 3 Widen I-5 Rebuild North Tigard Interchange, Including Truck Lane Reconstruct Haines Road Overpass Close Haines Road Interchange
POSITIVE IMPACTS:			
Topography	No landscape degradation	None	None
Soils	No soil disturbance	None	Haines Road Interchange ramps will be obliterated
Erosion	No erosion increase	None	None
Materials	No material committed	None	None
Ground Water	None	Drainage will be improved	Drainage will be improved
TEMPORARY ADVERSE IMPACTS:			
Topography	None	Landscape degradation	Less landscape degradation
Soils	None	Vegetative soil zone disturbed on 17.2 acres	Vegetative soil zone disturbed on 7.6 acres
Erosion	None	Erosion potential of 17.2 acres	Erosion potential of 7.6 acres
Materials	None	Commitment of rock materials	Commitment of rock materials
Ground Water	Seasonal ponding will continue	None	None
PERMANENT ADVERSE IMPACTS:			
Topography	None	Landscape degradation due to cuts and fills	Less landscape degradation due to cuts and fills
Soils	None	Loss of about 4.7 acres to new roadway	Loss of about 3.6 acres to new roadway
Erosion	None	Potential erosion of portions of 17.2 acres	Potential erosion of portions of 7.6 acres
Materials	None	About 55,000 cubic yards of aggregate, 151,600 cubic yards of common embankment material, and 3,700 cubic yards of surplus will be irretrievably committed	About 45,000 cubic yards of aggregate, 128,000 cubic yards of common embankment material, and 22,800 cubic yards of surplus will be irretrievably committed
Ground Water	Seasonal ponding will continue	None	None
SHORT-TERM USE vs. LONG-TERM PRODUCTIVITY:			
Topography	No landscape change	Present landscape will be permanently changed	Less of the present landscape will be permanently changed
Soils	No soils change	About 4.7 acres will be permanently committed to new roadway	About 3.6 acres will be permanently committed to new roadway
Erosion	No erosion change	Short-term exposure will be succeeded by long-term cover	Short-term exposure will be succeeded by long-term cover, plus obliterated street area
Materials	No material committed	About 155,300 cubic yards of excavated material to be put to long-term use	About 121,000 c. y. of excavated m'tl. to be put to long-term use
Ground Water	No water level change	Drainage will be improved on a long-term basis	Drainage will be improved on a long-term basis
IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES:			
Materials	No material committed	A total of about 210,300 cubic yards of materials will be irretrievably committed	A total of about 196,600 cubic yards of materials will be irretrievably committed

NORTH TIGARD-SOUTH TIGARD
Project No. 626-1973-923

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2. Hart, D. H., and Newcomb, R. C., 1965, Geology and Ground Water of the Tualatin Valley, Oregon: U. S. Geological Survey Water Supply Paper 1967.

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WATER QUALITY

Study Approach

The body of data used to write this report was largely obtained from existing reference materials (see Bibliography).

An eleven month turbidity and flow study was conducted at one site on Ball Creek. Weekly to semi-monthly samples were taken. Turbidity samples were collected in rinsed polyethylene containers and preserved with 1 mg/liter $HgCl_2$. They were returned to the laboratory and measured for turbidity within six hours after collection on a Hach Test Kit colorimeter. A distilled water blank was used to zero the meter. Flow measurements were taken at the same cross-section over the sampling period. Width and depth were measured with a tape measure and a leveling rod. Three or four depths were taken across the cross-section and averaged. Velocity was measured by determining the travel time of a wood chip or similar object through a distance of ten feet, five feet above and five feet below the cross-section. The roughness factor was assumed to be 1.0, as the creek channel was clear of vegetation for most of the year for a short distance upstream and downstream of the cross-section. Vegetation did become quite dense during the summer months further upstream and downstream of the sampling site, however.

Spot checks on water quality were run at several sites. A Hach Field Test Kit was used for all measurements except the later date (1976) pH measurements. A corning Model 610A battery-operated pH meter was used for the latter determinations.

Existing Environment

Hydrology

The project corridor crosses the west slope of Mt. Sylvania, which is drained by a network of tributaries to the Tualatin River. Several first and second order streams including Ash Creek, Ball Creek, Carter Creek, and a number of unnamed tributaries drain into a larger downslope tributary called Fanno Creek, which enters the Tualatin River at R.M. 9.4. The Fanno Creek watershed, which occupies 32.5 square miles (20,800 acres), is shown in Figure VII-1. Fanno Creek, as well as the Tualatin River itself, has experienced an alteration of its hydrologic characteristics in recent years as the watershed has been transformed from a predominantly rural/suburban area to an urban/light industrial one. Surface water runoff has greatly increased as the area had developed, since ground surface which normally allows rain waters to infiltrate into it has been covered with impermeable surfaces such as roads and houses. Therefore, much water which formerly percolated into the ground to join the local or regional water table now is conducted via roads, ditches, sewers, etc. directly to surface drainages, increasing peak storm flows. Further contributing to an increase in storm flows is fill and development on the flood plain, which results in a decrease in flood storage area and an alteration of flood flows. Flood flows in the Fanno Creek system, typical of small streams draining urban areas, are characterized by fast rises immediately after heavy rains and crest, shortly after rainfall ceases (U.S. Army Corps of Engineers, 1969).

Only one unnamed intermittent stream (directly entering Fanno Creek) actually crosses the proposed corridor (see Figure VII-2). It occupies a steep, well-vegetated canyon and passes under the existing highway (I-5) at Station

421, via a 30-inch, 440-foot concrete pipe culvert. Near the northern terminus of the project, a tributary to Ash Creek originates from springs now located under the freeway at Station 386 and flows westerly into Ash Creek. Ball Creek and Carter Creek, both extensively altered by channelization and culvertization, cross I-5 south of the southern terminus of the project at South Tigard Interchange. A general discussion of the water quality and aquatic biota in lower Fanno Creek and associated tributaries (some of which fall outside the immediate study area) will follow. This discussion will establish the aquatic "context" of the area, upon which the alterations caused by this project will be superimposed. In this way, the relative magnitude of those alterations will be more clearly demonstrated.

Water Quality

Water quality of these streams has deteriorated along with the increase in the rate of development. Department of Environmental Quality records indicate that sewage contamination in Fanno Creek is a continuing problem, with fecal coliform levels hovering at or above (up to 2.5 times--see Table VII-1) the DEQ standard of an MPN of 240 per 100 ml (Special Water Quality Standards for the Tualatin River Basin, June, 1974). From the little data available, however, it appears that conditions have improved within the past five years; one low water sample taken from Fanno Creek on September 16, 1969, indicated fecal coliform levels of 24,000 per 100 ml, which is 100 times the standard. Elevated fecal coliform levels are accompanied by low dissolved oxygen concentrations (those on record when associated with high fecal coliform are all well below the 90-95% saturation levels required by DEQ for this river basin), and by very high nutrient levels (nitrates, phosphates, ammonia). Conditions have apparently gradually improved as sewage treatment plants are installed and treatment methods upgraded.

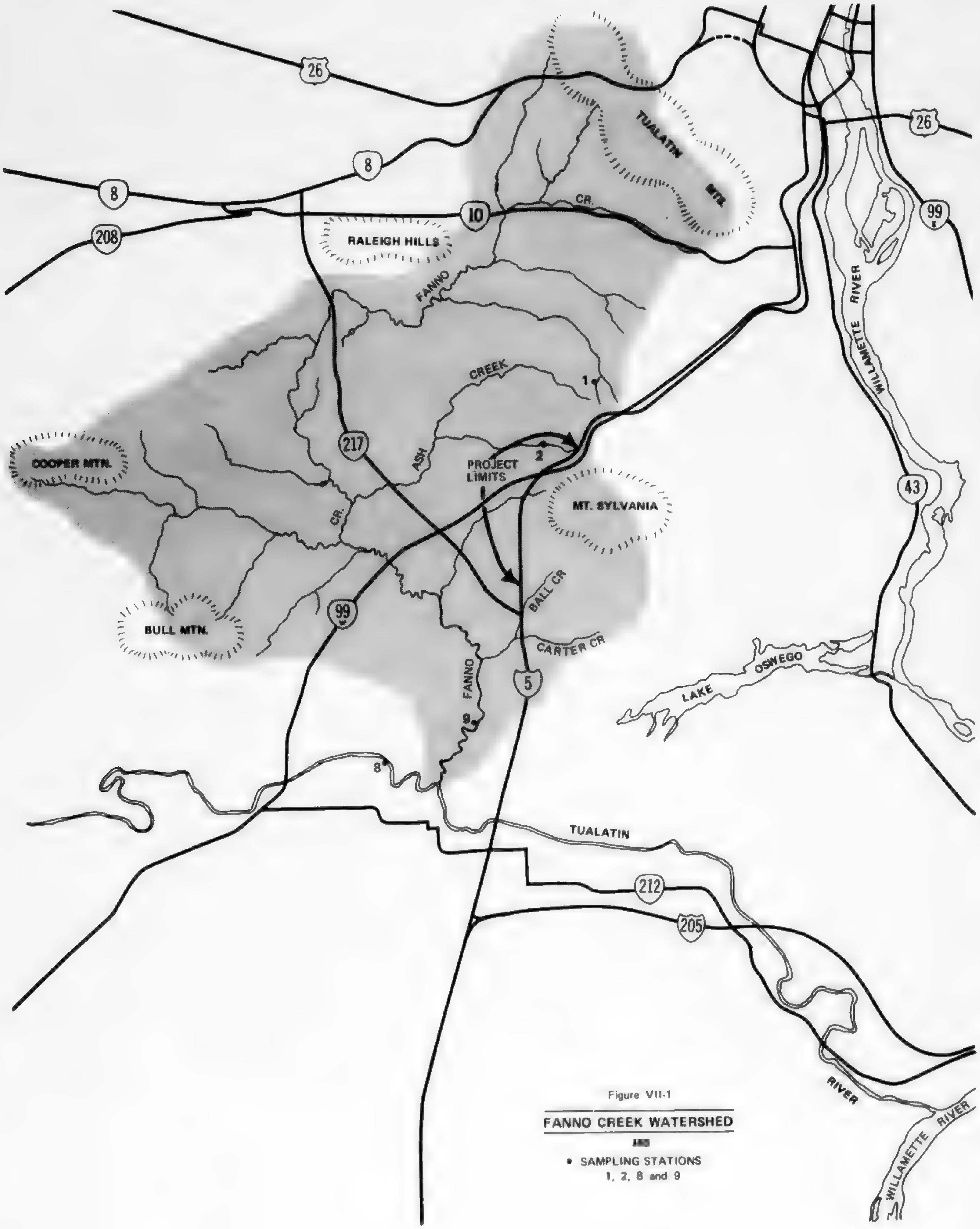

26
8
8
208
10
RALEIGH HILLS
TUALATIN MTS.
CR.
FANNO
CREEK
1
26
99
WILLAMETTE RIVER
217
ASH
CR.
PROJECT LIMITS
2
COOPER MTN.
MT. SYLVANIA
43
BALL CR
99
BULL MTN.
CARTER CR
5
FANNO
9
8
LAKE OSWEGO
TUALATIN
212
205
RIVER
WILLAMETTE RIVER

Figure VII-1

FANNO CREEK WATERSHED

AND

• SAMPLING STATIONS
1, 2, 8 and 9

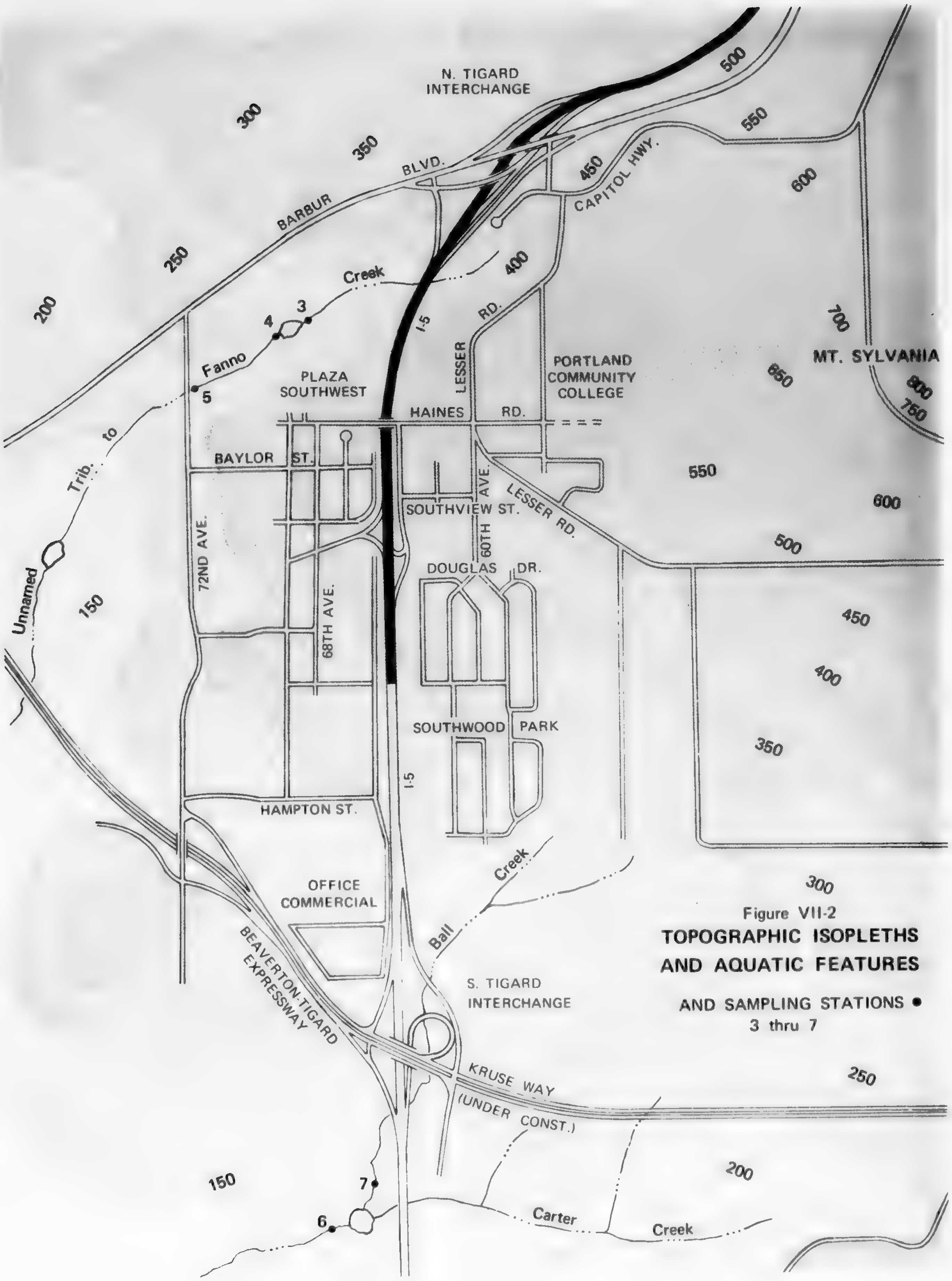

N. TIGARD INTERCHANGE
300
350
500
550
BARBUR BLVD.
450
CAPITOL HWY.
600
250
200
Creek
400
Fanno
4
3
5
I-5
RD.
LESSER
700
PORTLAND COMMUNITY COLLEGE
MT. SYLVANIA
650
800
750
PLAZA SOUTHWEST
HAINES RD.
BAYLOR ST.
Trib. to
550
60TH AVE.
LESSER RD.
600
SOUTHVIEW ST.
500
72ND AVE.
Unnamed
150
68TH AVE.
DOUGLAS DR.
450
400
SOUTHWOOD PARK
350
I-5
HAMPTON ST.
OFFICE COMMERCIAL
Creek
Ball
300
BEAVERTON-TIGARD EXPRESSWAY
S. TIGARD INTERCHANGE
KRUSE WAY
(UNDER CONST.)
250
200
150
7
6
Carter
Creek

Figure VII-2

TOPOGRAPHIC ISOPLETHS AND AQUATIC FEATURES

AND SAMPLING STATIONS ●
3 thru 7

Table VII-1. Water Chemistry Data for Surface Drainages in the Project Area

Sampling Station No.	Creek & Location	Date	Flow (cfs)	Dissolved oxygen (mg/l)	Turbidity (NTU)	pH	Temp (°C)	Fecal Coliform (ml/100 ml)	Total Alkalinity (mg/l)	Hardness (mg/l)	Ammonia (mg/l)	Nitrate NO_3 (mg/l)	Orthophosphate (mg/l)
1	Trib. Fanno Cr-Woods Pk	30 May 73	0.64	9	2		12.8		120			8	0.4
2	Trib. Ash Cr-residential	2 May 73	0.24	11	8		12.2		100				
	Trib. Fanno Creek:												
3	-N.Haines Rd. below pond	3 May 73	1-2	8	50	7.1	14.5		110			3.5	
4	-N.Haines Rd. above pond	21 Jan 76		10	13	7.03	8.0		50	50		0.35	0.17
5	-72nd Street	21 Jan 76		9	19	7.21			50	50		0.43	0.17
	Ball Cr. @ Gerber Blades	3 Jan 73			51								
6	-Below pond	4 June 73	0.85	6	20	7.1	18.		110			7	3.7
7	-Above pond	4 June 73			27								
8	Tualatin R. @ Spring Cr.	4 June 73		9	30	7.2	21.		65			5	1.1
9	*Fanno Cr. @ Durham St.Sta. (RM 1.2)	14 May 74		4.3	5	7.1	11.5	620	91	73.5	6.55	2.06	15.5
		19 March 74		8.5	17	7.0	9.0	230	56	58.1	1.55	1.44	2.1
		19 Sept 73		0.2	12	7.1	17.0	620	142	66.1	28.2	0.24	28.4
		29 Aug 72		2.5	3	7.1	22.0	480	70	67.6	22.8	1.40	
		13 Sept 71		3.3	8	7.1	17.0		11	77.5	7.2	3.0	
		27 Oct 70		4.7	16	6.8	9.0	230	81	72.0	2.4	2.0	8.3
		13 Aug 70		1.4	--	7.1	20.0	<450					
		6 July 70		3.0	8	7.1	20.0	230	130	78.0	13.6	0.20	23.2
		2 June 70		2.2	15	7.0	21.0	620	146	89.0	17.2	0.15	17.0
		17 March 70		8.5	19	6.8	10.5	<4500	60	64.0	2.1	0.97	2.95
		March 75		8.6	46	6.9	10.0	130	48	48.3	1.20	0.96	1.42
		June 75		2.6	6	7.1	18.5	60	116	79.3	9.90	1.93	11.15

*DEQ data

Most recent available fecal coliform measurements on Fanno Creek (March, June, 1975) indicate levels below the standard MPN of 240 per ml (i.e., 130 and 60 per 100 ml respectively).

Additionally, a development known as Southwood Park on the southeast side of the project area (see Figure VII-3), has severe septic tank limitations and an inadequate sewer system at this time (Unified Sewerage Agency, Washington County, 1976). Sewage contamination of the ground water and subsequently of local surface drainages (including Ball Creek and Carter Creek) is considerable especially at periods of low flow, as can be observed from high nutrient concentrations in creek water samples. A sewage system has been proposed for this area including Southwood Park and surrounding unsewered sections east of I-5 and west of Mt. Sylvania, between Barbur Blvd. and Carmen Road. This will greatly reduce groundwater and local surface water contamination problems.

Further, loss of vegetative cover over considerable portions of the watershed as well as the extensive use of fill in localized areas has caused erosion, turbidity and siltation to become a problem throughout much of the Tualatin River system, particularly in the lower portions, including Fanno Creek and its tributaries. In parts of the Fanno Creek system, particularly where fill or poorly vegetated areas are traversed, turbidities exceeding 30 NTU* (the level used by DEQ to determine which of two turbidity standards will be used) are routinely observed, although of course turbidities vary considerably by season. An eleven-month study of Ball Creek turbidity (see Figure VII-3) at a site just south of South Tigard Interchange (see Site 7 on Figure VII-2) showed what is probably a typical pattern of annual turbidity variation in this watershed,

*Nephelometric Turbidity Units

Figure VII-3

TURBIDITY

BALL CREEK ON I-5 AT GERBER BLADES FACTORY

1974-1975

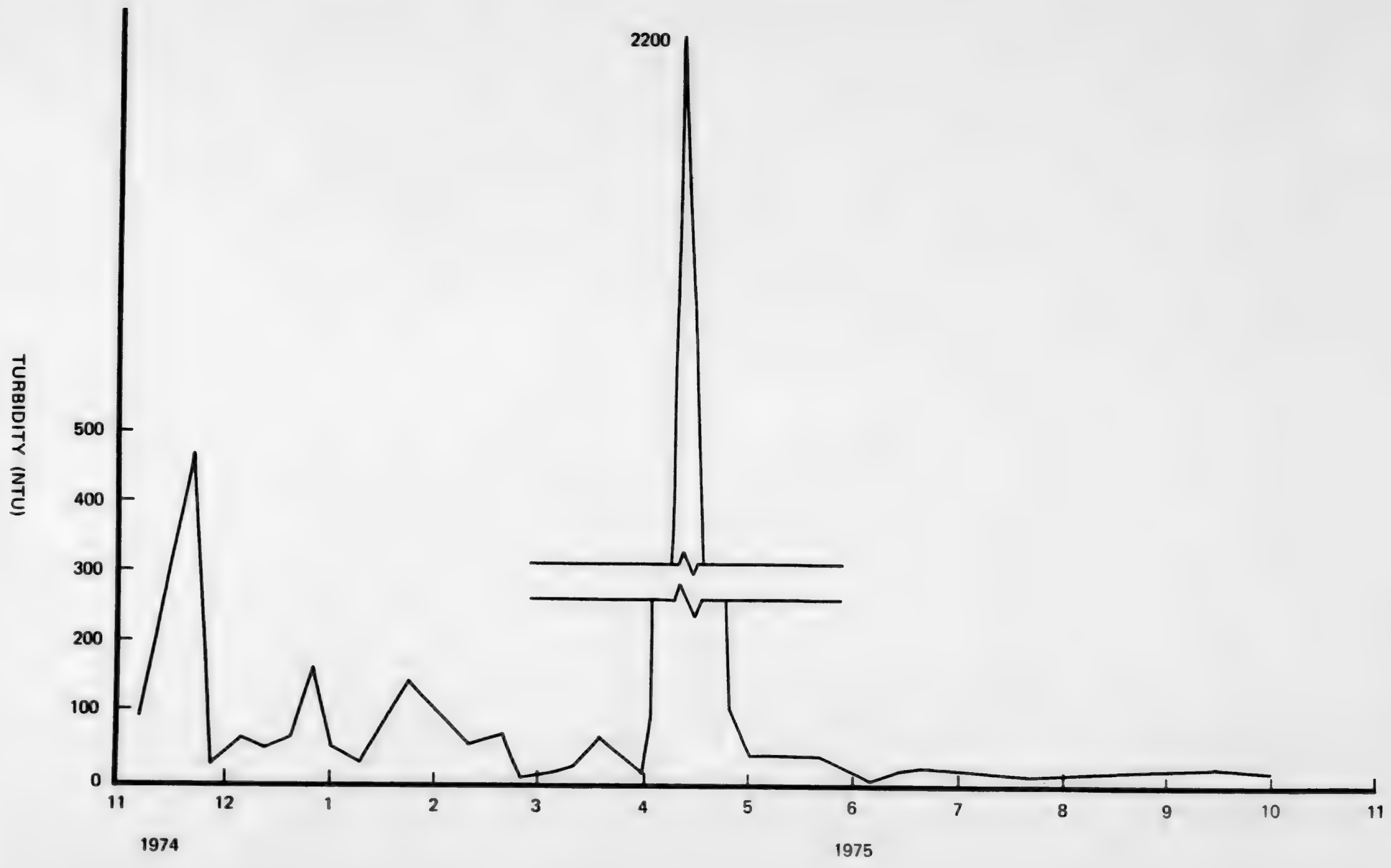
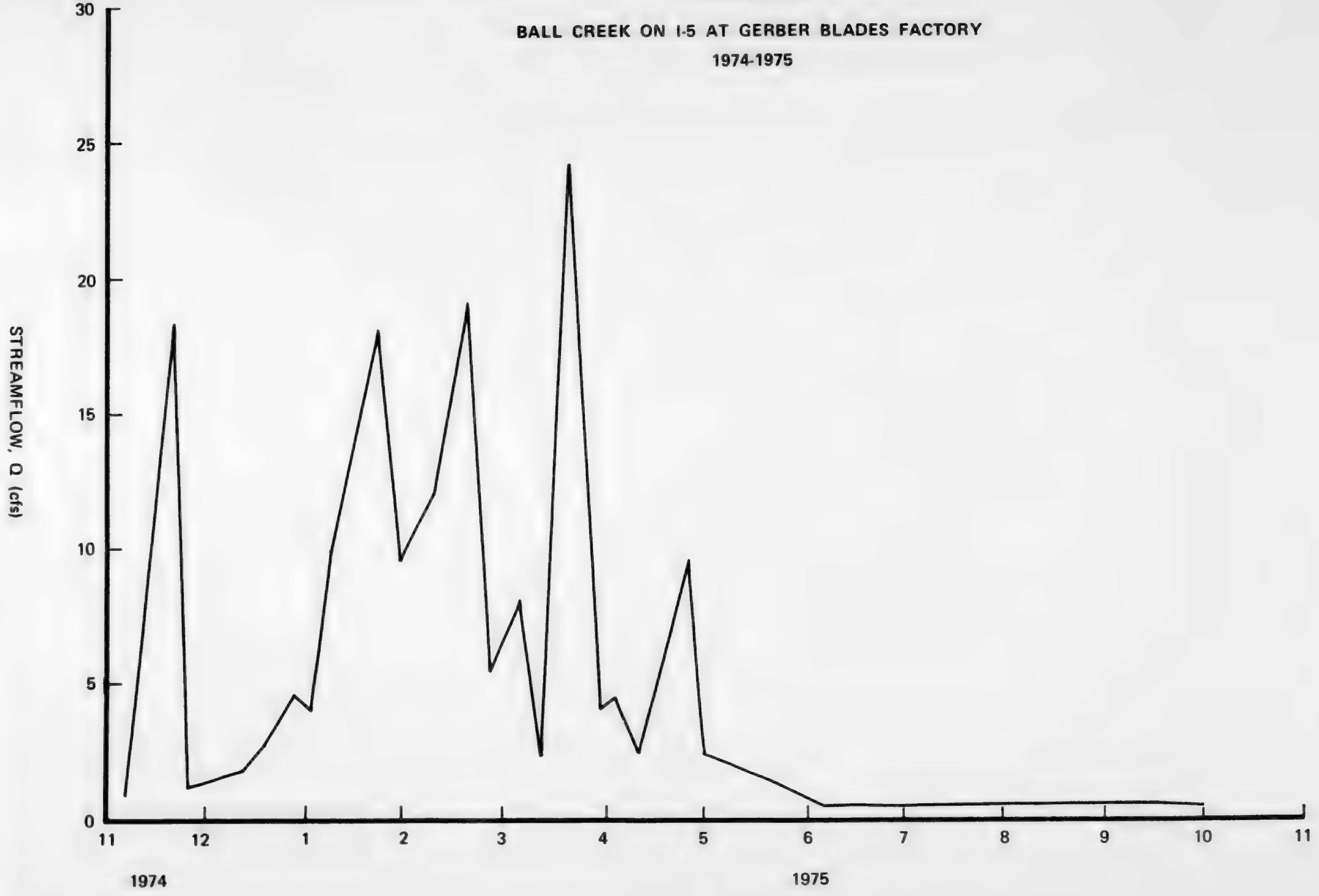


Figure VII-4

DISCHARGE

BALL CREEK ON I-5 AT GERBER BLADES FACTORY

1974-1975



and is correlated fairly well with streamflow (see Figure VII-4). One extremely high but ephemeral measurement was recorded in April, 1975, after a construction spill into the creek a short distance upstream. The concentration increase was intensified by low flow conditions at that time. The occurrence of that turbidity spike is typical of short-term construction effects in small drainages during low flow periods.

In general, streams in the project area exhibit fairly low flows for most of the year, adequate to low dissolved oxygen levels, moderate (approximately neutral) pH, moderate to high temperatures, moderate total alkalinity and hardness levels, variable turbidity levels, and elevated nitrate and phosphate concentrations (more so during low flow periods than high flow periods). High nutrient levels, aggravated by elevated temperatures, trigger the development of algal blooms, which, in addition to inhibiting light penetration into the water column, exert a considerable oxygen demand on overlying water once death and decay sets in, and inhibit the production of important fish food species both directly and indirectly. In general, the quality of these streams can be considered fair to poor in terms of their suitability for aquatic life.

Aquatic Habitat

There are no salmonid fish species such as salmon and trout present in the Fanno Creek system. A local resident reports that cutthroat trout once frequented Ash Creek, but none have been observed there for the last five to 10 years. The Oregon State Game Commission (now Oregon Department of Fisheries and Wildlife) investigation "Fish and Wildlife Resources of the Lower Willamette Basin, Oregon, and Their Water Use Requirements" (June, 1964) does not indicate the presence of anadromous or resident salmonid fish species in the Fanno Creek system. Contact with the Department of Fisheries and Wildlife (August, 1974) confirms that this is still the case; they further indicate that some warm water species are present (see Table VII-2), but that no significant fishery exists for these species. A partial list of invertebrates present in the lower Tualatin River basin is also shown in Table VII-2. The invertebrate species list is general, indicating broad groupings of organisms and the presence of aquatic invertebrates from a wide range of microhabitats. Thus it is of little use in indicating the invertebrate population of any particular stream locality, but does provide indication of types of species present in the general area. Factors which affect the distribution and abundance of any of these species in any particular place include current speed, temperature, bottom composition and dissolved substances (including oxygen, pH, hardness and nutrients). Other important factors include liability to drought and to floods, food, competition between species and shad (Hynes, 1972). The species present are in general semi-tolerant to tolerant of degraded environmental conditions.

In summary, the existing condition of Fanno Creek and its tributaries in terms of hydrology and water quality is fair to poor. Aquatic biota present are mostly in the form of species tolerant to less than ideal environmental conditions.

Impacts

Alternative 1 (No Build)

Only small alterations of the aquatic system will result if the No-Build alternative is selected.

A slight alteration of local drainage patterns both upstream and downstream of existing culverts may occur as their capacities are exceeded. With development continuing as it is in this watershed, increases in surface runoff are to be expected whether the highway facility is modified or not. Local alterations of erosional and depositional patterns will occur as a given-sized culvert is forced to convey ever-increasing quantities of runoff.

TABLE VII-2

Partial Inventory of Aquatic Biota in the Fanno Creek System

(Oregon Dept. of Fisheries & Wildlife, April, 1975)

Warm Water Fish

- Cottids
- Dace
- Suckers
- Redside Shiners
- Squawfish

Invertebrates*

- Annelid Worms (earth worms, sludge worms, & leaches)
- Molluscs (snails & clams)
- Crustaceans:
  - Crayfish
  - Isopods
  - Amphipods
  - Mayflies-running water
  - Stoneflies-running water
  - Dragonflies, damselflies-pond, shallow lake
  - Waterbugs, water striders, and backswimmers
  - Alderflies, dobsonflies, and hellgrammites
  - Caddisflies
  - Whirligig beetles and diving beetles
  - Midges, mosquitoes and other true flies

*Found in the lower Tualatin Basin

Further, given that no additional roadway is constructed and road runoff quantities remain constant, pollutants in runoff from the roadway (oils, greases, lead, cadmium, manganese, asbestos, etc.) will increase in concentration as traffic volumes increase. Of course, roadway pollutants will be diluted by increasing quantities of runoff coming from other areas, but at the same time those pollutants will interact with pollutants (silt most particularly), in the incoming runoff water. The quantitative effect of this is not known, but it is obvious that selection of the No-Build alternative does not guarantee the maintenance of an aquatic status quo.

Selection of the No-Build alternative will have no effect on flood flows and flood storage, ground water contamination, or erosion from cut and fill slopes.

Alternative 2 (Haines In)

Impacts

Selection of Alternative 2 will have minor impact on the Fanno Creek System as a whole. Temporarily, moderate to severe disturbance will occur in the Fanno Creek tributary which crosses Interstate 5, but this stream is not a highly productive part of the watershed. Otherwise, impact of this alternative on the aquatic system can be considered minor.

Aquatic impacts accruing from the selection of this alternative include alteration of local drainage patterns, alteration of flood flows, disruption of aquatic biota and stream quality at the Fanno Creek tributary, alteration in quality and quantity of storm sewer effluent, erosion of cut and fill slopes into local waterways, an increase in ground water contamination in some areas near the roadway, and improvement of drainage facilities across the roadway. Most alterations will be minor in their effect.

Since some watershed area will be paved over with the selection of this alternative, less percolation of precipitation into the ground water table and more surface runoff will result. However, since the area to be paved in under this alternative is 4.7 acres, i.e., only 0.02% of the total area of Fanno Creek watershed, it is not expected that a significant shift in the ground water/surface water storage ratio will occur. Also associated with increased surface runoff from paving and removal of vegetation is an increase in both the size and shape of high water and flood peaks. Increased runoff increases the size and decreases the response time of storm peaks. Here again, however, since the additional pavement amounts to only 4.7 acres, the effect this will have on Fanno Creek storm peaks is minor.

Another problem related to diversion of some incident precipitation from ground water to surface water reservoirs is the probable (minor) increase in sewage contaminant concentrations due to lower dilution by ground water. Storm sewer effluent, on the other hand, will be more diluted than it is presently due to increased surface runoff. This will counteract to an undetermined extent the increase of pollutants in road runoff resulting from higher traffic volumes.

The greatest impact this project will have on the aquatic environment will be disruption of biota, vegetation and stream quality at the Fanno Creek tributary crossing the project area at State 421+42. The creek will be rechannelized in its headwater area above the existing culvert on the east side of the freeway. The old channel and most of the creek valley will be random-filled in order to direct runoff waters to the inlet of the new culvert. The new culvert, at Station 422, will be wider and shorter than the existing concrete pipe at Station 421+42. It has been designed to adequately accept incoming runoff for the next twenty years, based on growth projections for the area.

To that extent, it will be an improvement over the existing pipe. Existing aquatic biota and vegetation occupying the creek and creek valley where the random fill and culvert extensions are to be placed will be destroyed, with the exception of a few organisms which are able to rapidly relocate. Few, if any, fish are present at the upper creek however, as the gradient of both the creek and the existing culvert is very steep, and the culvert length is considerable. Temporary downstream degradation of water quality, especially elevated turbidity, will certainly occur, although measures will be taken to minimize this and to minimize long-term water quality problems. It is highly improbable that the zone of disturbance (except very temporarily) will extend to its confluence with Fanno Creek.

Not more than twenty-seven acres of cut and fill slope will be exposed as a consequence of roadway construction if this alternative is selected. Due to heavy precipitation and the presence of highly erodible soils in this area, erosion from exposed surfaces would be considerable were mitigative measures not taken to reduce this action. See Geology report for more information concerning source erosion and source erosion control. Some of this eroded material will find its way into local surface waterways. In this instance the only waterways to be affected will be the Fanno Creek tributary and possibly the Ash Creek tributary on the northwestern end of the project.

Minimization of Harm

The primary aquatic area requiring mitigative measures on this project is Fanno Creek tributary, since it will be filled, rechannelized, and reculverted. Hay bales will be placed on the west side of the random fill (which is on the east side of the highway) above the culvert crossing and at the culvert inlet.

The hay bales act as energy dissipators, filters and create slack water behind them, which allows sediment particles to settle out. They provide short to medium term erosion control and allow long-term measures (see Geology) to become well established. At the culvert outlet will be a concrete flume with energy dissipators (probably large riprap) to break the force of water coming through the short, steep culvert. Additionally, hay bales will be placed at intervals along the fill slope on the west side of the freeway to further reduce sediment inputs into the creek. See Geology section for a complete discussion of additional erosion control measures to be utilized on all cut and fill slopes.

Alternative 3

Impacts

Impacts resulting from the selection of Alternative 3 will be the same as those described for Alternative 2, although the significance of the negative impacts will be slightly smaller with Alternative 3. The primary differences between the two alternatives as they relate to aquatic impacts are (1) 3.6 acres of previously open land will be paved, as opposed to 4.7 acres for Alternative 2 and (2) not more than 17 acres of exposed surface area on cut and fill slopes will result from the selection of this alternative, contrasted to 27 with Alternative 2, with concomitantly less erosion quantitatively.

Mitigation

The procedures discussed under Alternative 2 will also be used if Alternative 3 is selected.

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BIOLOGY

Methods

The study area chosen for this biology analysis is a corridor 2,000 feet wide extending from the North Tigard Intersection to the South Tigard Intersection; the corridor is centered on the centerline of Interstate 5. The study area was made large enough so that 1) locally significant habitat features would be included, and 2) so that no primary impacts would occur outside or near its boundaries.

An aerial photographic mosaic was used to delineate the boundaries of vegetation cover types and these types were tentatively classified. One or more stands per cover type were selected for field sampling by an expanded "Point Quarter" survey. Ground truthing of the initial type classifications and a less detailed habitat investigation was conducted at other representative locations throughout the remainder of the study area to expand on the data gathered from "Point Quarter" sampling sites; this procedure is more efficient than relying solely on a "Point-Quarter" survey and judged adequate for this project area.

The Point-Quarter survey is a plotless method of investigating woodland or shrub stands. It allows estimates to be made of tree species composition, dominance, density and relative importance within a stand. In addition to the basic measurements of this system, data were collected on tree height, age, diameter, species distribution, and the estimated visibility by quadrant. Notes were made on the structural stratification of the stand (i.e., canopy, competing tree layer, sapling-shrub layer, and herbaceous layer).

The occurrence of wildlife evidence and the presence of den trees were noted. These data not only are useful in evaluating present habitat characteristics but can establish past history and future trends.

In predominantly residential areas, a simple species count was made of ornamental trees and shrubs along selected streets; this was done to establish species ratios which were applied over the "residential habitat type" since many ornamentals are important sources of wildlife food and cover.

Analysis of Impacts

Forecast changes in existing habitat conditions were considered negative whenever the change would result in:

1. A direct loss of productive habitat as a result of any cause.
2. A destructive alteration of "critical habitat" prohibiting replacement in kind.
3. The substitution of habitat with fewer or less varied resources (food, cover, water proximity) than are available in existing habitat.

Changes were considered positive to varying degrees whenever:

1. Existing paved surface is to be obliterated and replaced by vegetation.
2. "Critical wildlife habitat" is expanded or enhanced.
3. The interspersion of habitat types or resources will be changed in an advantageous manner.

Because any change in habitat has both positive and negative results when different organisms are considered, the value judgments of this report are based on species of known interest or past value to people. Statements of the magnitude or significance are therefore subjective.

Existing Environment

Overview

The strip of land (2000 feet wide) bordering Interstate 5 between the South Tigard Intersection and the North Tigard Intersection is a mixture of developed and relatively undeveloped land. Within the corridor can be found farms, rural dwellings, suburban housing, light industry, and multi-story office buildings.

The intrinsic qualities of the wildlife habitat found in the undeveloped areas which are scattered throughout the corridor do not differ markedly from brush, woodland, or grassland habitat which exists throughout the lower Willamette Valley. However, the number of species of wildlife which reside in the corridor is severely limited by habitat parcel size and the urban nature of the surroundings.

Faunal species which require free access to large areas, or whose presence is inhibited by man's activities are uncommon within the corridor. Travel of all but those species possessed of flight, or of a size small enough to allow movement through the culvert system, is impeded by the existing network of heavily traveled freeways and major arterials. Consequently, the fauna of the corridor consists mainly of birds, or of small mammals, reptiles and amphibians which have limited home range requirements (Table 1).

Habitat

The habitat of the corridor can be classified as woodlands, brush, grassland, or developed. These four types occur both as the result of natural

TABLE VIII-1

SOME COMMON WILDLIFE OF THE AREA AND THEIR HABITAT REQUIREMENTS

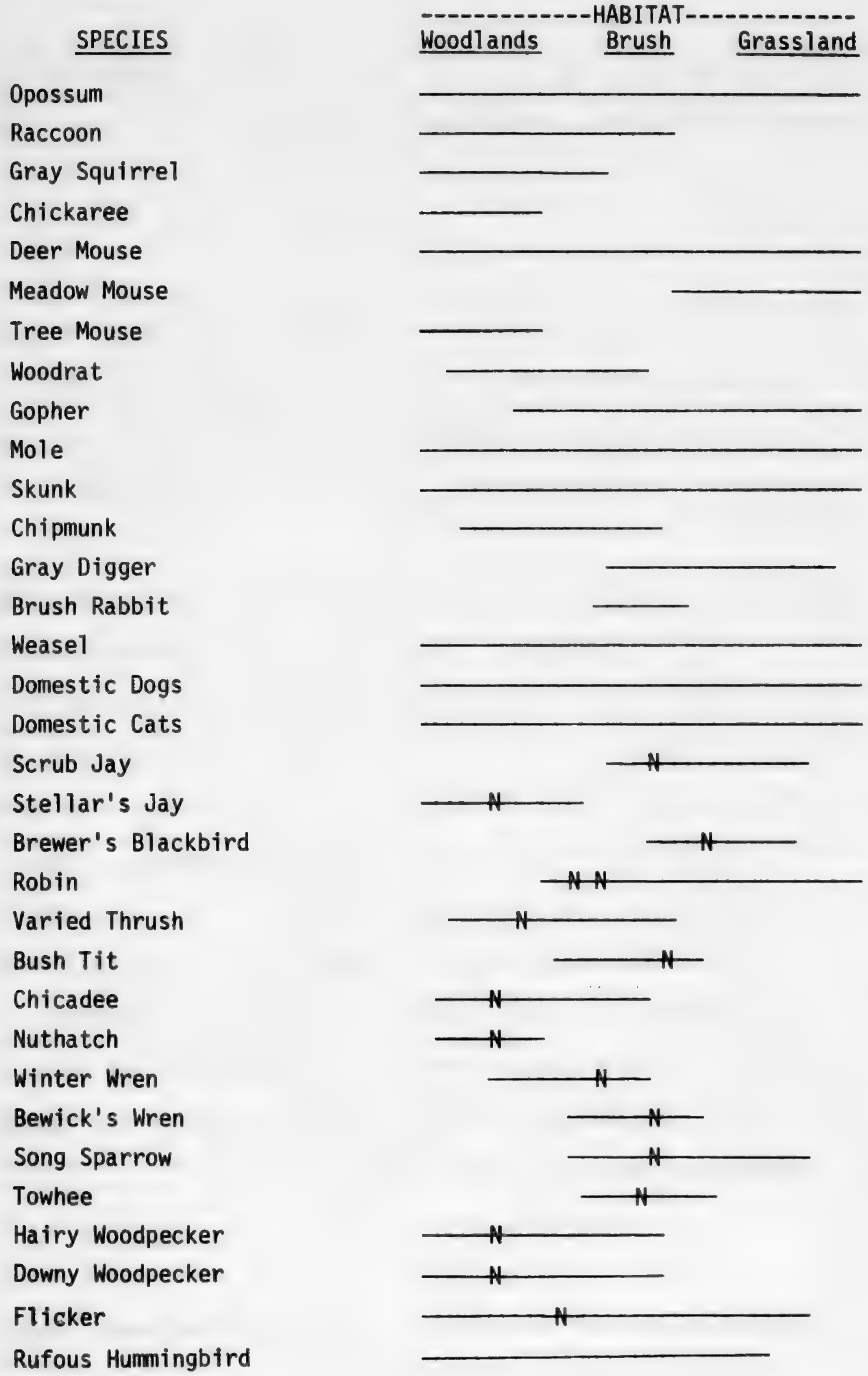

Table VIII-I (cont.)

SPECIES	HABITAT		
	Woodlands	Brush	Grassland
Valley Quail	—	—N—	—
Ruffed Grouse	—N—		
Screech Owl	—N—	—	—
Nighthawk		—	—
Tree Swallow			
Violet Green Swallow			
Horned Lark		—	—N—
Redtailed Hawk		—	—
Cooper's Hawk	—N—		
Sparrow Hawk		—N—	—N—
American Goldfinch		—N—	—
Cedar Waxwing		—N—	—
White Crowned Sparrow	—	—N—	—
Golden Crowned Sparrow	—	—	—
Evening Grosbeak		—	
Chipping Sparrow	—	—	
Junco	—N	—	—
Savannah Sparrow		—	—
Vesper Sparrow		—	—
House Sparrow		—N—	—

Preferred Habitat

N Nest Site Preference

processes and of cultural development; consequently, there is a great deal of variation within any of these classifications.

Woodlands

Natural woodlands usually occur in closed canopy stands of varying size, the largest of these being about 15 acres in area. The largest of these stands persist on steeper slopes of the small stream valleys which cross the corridor. Smaller closed canopy stands parallel the right-of-way while others are scattered in a random fashion within the corridor.

These woodlands are usually dense, frequently measuring between 600 and 900 trees per acre. The tallest individuals of these stands (Douglas fir) may be 90 to 130 feet in height but the mean height of the stands is much less (approximately 38 feet). These stands are most frequently dominated by Oregon white oak or Oregon ash with lesser amounts of Bigleaf maple, Red alder, Douglas fir, or Western Red cedar.

Suburban lawns and gardens as well as landscaped areas surrounding office parks are often of a woodland nature. Those which are adjacent to natural woodlands are usually beneficial to songbirds (which are the conspicuous fauna of the area) by creating habitat diversity on a small scale. Food, cover, and shelter are concentrated near such openings in natural woodlands. Yards and gardens which are more distant from woodland sites are also beneficial to bird life but the birds which benefit are likely to be of different species (Table 1).

Brush

Areas occupied by brush comprise only 5 percent of the land within the corridor but most brushland occurs near the right-of-way. Much of this brush occurs as a result of right-of-way clearing, landscaping, or invasion of once-cleared lands by vegetation of nearby land. The most commonly occurring plant species of this habitat are Himalaya berry, multiflora and sweetbriar rose, hawthorn, Scotch broom, ninebark, ocean spray, and an occasional Oregon crabapple.

In areas where brush is adjacent to woodland it provides an important source of food for woodland birds; when it is adjacent to grassland it serves not only as a source of food but as cover for species of grassy areas. In addition, some species of birds and mammals such as the brush rabbit and the towhee seldom stray away from dense brush.

Grassland

Grasslands occur throughout the corridor, the larger being associated with farms, school yards, and roadside right-of-way. This habitat also supports its characteristic fauna (Table VIII-1).

Although grasslands are potentially very productive, they lack cover. Except for species which burrow beneath the ground, those which are very small, or those with an effective defense (such as body size, fighting ability, or control of an offensive odor) wildlife use of grasslands is restricted to edges where nearby cover is available. In addition, much of the potential food productivity of grasslands is lost if they are mowed before seed has matured. This practice greatly reduces their value to wildlife since grass and weed seed is nutritious throughout the year. Seasonal use by birds and small mammals is still high because of the presence of large insect populations.

The interspersion of habitat types is an important factor in controlling the distribution and concentration of resources and thus greatly influences the nature of the faunal community. Within the study area a high degree of interspersion already exists, largely because of residential development; the slight increase in interspersion related to this project will be of no significant value.

Fauna, Flora, and Habitat of Special Interest

There are no state or federal "threatened or endangered" species of wildlife in the study area nor are there now any habitat features which would be critical to these species should they occupy the area in the future.

At this time there is no finalized listing of "threatened or endangered flora"; however, it is anticipated that the status of tentatively listed plants will be made official in the near future. The occurence of seven species of plants on the proposed list of endangered species (Smithsonian Institution, 1974) has been reported in the northern Willamette Valley in habitats of similar types of those found in the study area (Dyrness et al, 1975). An investigation to determine the presence or absence of these species has begun using the proposed listing as a guide. The findings of this investigation will be treated in the Final Environmental Impact Statement if a definitive list of Threatened or Endangered flora exists at that time.

No known "champion trees" occur in the study area.

Impacts - General

Existing conditions have limited the nature of the fauna to a great degree. The impacts that are expected to occur from this project are associated with: 1) a quantitative long term loss of existing habitat as additional land is paved; and 2) a qualitative long or short term loss as existing habitat is cleared and then made to conform to highway standards and safety concepts, and 3) continued urban growth resulting in negative changes to surrounding habitat.

The impacts to wildlife are considered minor for the following reasons. Although the predicted impacts have a high degree of probability of occurrence and are severe where impacts occur, they are of limited scope. The changes which will occur have local significance but are not significant to the wildlife resources of the county, the state, or the nation. Should no highway construction occur, much the same impacts are expected because of future development of surrounding land. Highway changes are only expected to influence how quickly this development takes place.

Impacts of the Three Alternatives

Alternative 1, The "No-Build" Alternative

This alternative has the least impact on wildlife of the three alternatives. No habitat would be changed or removed. No pavement would be obliterated. Stimuli for urbanization of adjacent habitat would be least, especially if the Haines Interchange were closed. The advantage to wildlife is one of time; conditions for wildlife are expected to become worse as the area develops as planned.

Alternative 2

This alternative would have the greatest impact on wildlife of the three alternatives. Table 2 shows the comparative magnitudes of habitat commitments.

1. Approximately 4.7 acres of existing habitat will be paved over, a direct long-term irreversible loss.
2. Approximately 17 additional acres would be cleared and then revegetated. The nature of the change which would occur is as follows:

TABLE VIII-2

SUMMARY OF HABITAT LOSS AND CHANGE BY HABITAT TYPE

	--------------------Acreages				----------------------
Alternative	TOTAL	Woodlands	Brush	Grassland	Res./Ind.
1 (No-Build)		0	0	0	0
2 (With Haines Intersection)					
a. Long Term Loss	15.2	9.7	0.6	1.3	3.6
b. Short-Term Loss Due to Clearing	19.8	*	1.7	4.9	13.2
c. Medium-Term (5-15 years) Reduction in Habitat Complexity	1.7	0	1.7	0	0
3 (Without Haines Intersection)					
a. Long Term Loss	8.3	4.4	0.4	0.9	2.6
b. Short Term Loss Due to Clearing	7.7	*	0.7	1.9	5.1
c. Medium Term Reduction in Habitat Complexity	.07	0	0.7	0	0

*Loss is already considered as long-term loss.

a. Long-term loss due to a qualitative reduction of habitat characteristics; 4.7 acres.

b. Medium-term loss due to a qualitative reduction in habitat characteristics where grassland replaces brush; 1.1 acres.

c. Short-term loss where grassland replaces grassland or residential habitat; 11.4 acres.

This alternative which includes improvement to the Haines Intersection is expected to stimulate the planned development of the adjacent lands more than Alternatives 1 or 3. In so doing, it would have the most adverse effect on existing wildlife.

Alternative 3

This alternative is of approximately one-half of the magnitude of Alternative 2. In terms of habitat commitments the proportion of long-term commitments to total commitments is higher than for Alternative 2 (Table 2).

1. Approximately 5.7 acres of existing habitat would be committed on a long-term basis (52% of the total area); 3.6 acres would be paved over and 2.1 acres would undergo long-term degradation of existing habitat characteristics.
2. The remainder (except for 4% brush) would undergo a short-term loss of productivity (approximately 2 years).

This alternative will probably have little influence on the rate of growth of adjacent areas. For a complete discussion refer to the economist's report and figure (Location of Sewers in the Study Area) in which the relative influence of sewage lines versus highway access on urban development are compared.

Minimization of Adverse Impacts

The necessity for mitigation in a project such as this where individual adverse impacts are not of major importance nor well defined must be stressed. The cumulative effect of the loss of habitat which results from construction of many such projects is significant, yet the absence of obviously important adverse impacts in a given project encourages overlooking the need to offset the more common impacts. The only sure way to offset this chronic loss of habitat, habitat quality, and time is to minimize or mitigate each loss as it occurs, realizing that the significance of an impact cannot always be judged within the limits of a single project.

Measures to minimize the loss of wildlife habitat are aimed at restoring a degree of habitat variety and provide food and cover as quickly as possible to open land in the construction zone. As previously stated, songbirds are the conspicuous species of the study area. A wide variety of songbirds would benefit if small trees and shrubs were planted in clumps along the highway. Such species as alder, cascara buckthorn, elderberry, hawthorn, honeysuckle, madrone, holly, mountain ash, salal, snowberry, oceanspray and red flowering currant are expecially attractive to birds. Except for alder, none of these species would grow quickly enough to become a safety problem within a reasonable length of time. The differing growth forms of these species would serve to form small dense clumps; these should be spaced as terrain permits, but with a general spacing of about 80 yards.

Grasses planted between clumps should be selected for their ability to control erosion but additional features should also be sought. Grasses should be low growth form to reduce the necessity of mowing and allow seeds to ripen and fall. Species whose seeds are not awned or which fall free from the floret are desirable; heavy seed producers are desirable but sodgrasses are preferable to bunchgrasses. These measures are equally applicable to Alternatives 2 and 3; no mitigation is considered necessary for the "No-Build" Alternative.

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AIR QUALITY ANALYSIS

Methodology

The air quality analysis for the proposed project was completed prior to the adoption of the most recent version of the Rules for Indirect Sources (OAR Chapter 340, Sections 20-100 through 20-135, adopted July 30, 1976). The analysis has therefore been restructured to conform to the new or modified requirements of these rules.

The project addressed in this analysis allows for the widening of Pacific Highway (I-5) from four to six travel lanes within the highway section from the North Tigard Interchange (99W) to the South Tigard Interchange (OR 217). Also included in the project is the resurfacing of the existing roadway and modification of an existing shoulder to accommodate a northbound truck climbing lane between the Capitol Highway and North Tigard Interchanges. Average daily traffic volumes on this facility currently exceed 20,000 vehicles per day and as a result, the Oregon State Highway Division will apply to the Department of Environmental Quality for an Indirect Source Construction permit in accordance with OAR 20-115 (2)(a)(B), summarized as follows:

> "All Indirect Sources meeting the criteria of this subsection relative to type, location, size and operation are required to apply for an Indirect Source Construction Permit:
>
> "The following sources in or within five (5) miles of the municipal boundaries of ... Portland:
>
> "Any Highway Section being proposed for construction with an anticipated annual average daily traffic volume of 20,000 or more motor vehicles per day within ten years after completion, or being modified so that the annual average daily traffic on that Highway Section will be increased to 20,000 or more motor vehicles per day or will be increased by 10,000 or more motor vehicles per day within ten years after completion."

As required in subsections 340-20-129 (1)(d)(E) and (F), it was determined that the year 1981 would be the year in which the potential maximum air quality impact would occur. This determination is based on a simplified total emissions analysis of carbon monoxide and airborne lead, for all years from the estimated year of completion through the year 2000.

Due to the complexity of future air quality predictions, substantial emphasis has been placed on the use of the computer as a prediction tool. Pollutant emission factors from motor vehicles were calculated using the Oregon State Highway Division computer program, ALTEF. This program employs the methodology outlined by the Environmental Protection Agency in their publication, Supplement No. 5 For Compilation of Air Pollutant Emission Factors, (AP-42); Second Edition; December, 1975.

An assessment of regional air quality was made using the computer program TOTALEM2. This program calculates the total annual U.S. tons of the three major automotive pollutants: carbon monoxide, hydrocarbons and nitrogen oxides, based on the total vehicle miles of travel in the study area and the respective pollutant emission factors obtained from ALTEF (AP-42).

Local carbon monoxide and lead impacts have been predicted using three computer simulation models: AIRPOL4A, a Gaussian dispersion model (Ref. 1-5); EXPLOR, a numerical, advection-diffusion model (Ref. 6); and NEXUS, (Ref. 7), a modified three-dimensional version of EXPLOR.

Details of the modeling techniques and assumptions regarding input data and the interpretation of computer results are summarized in the North Tigard Interchange-South Tigard Interchange Section, Air Quality Analysis Supportive Data (Ref. 8).

Existing Air Quality

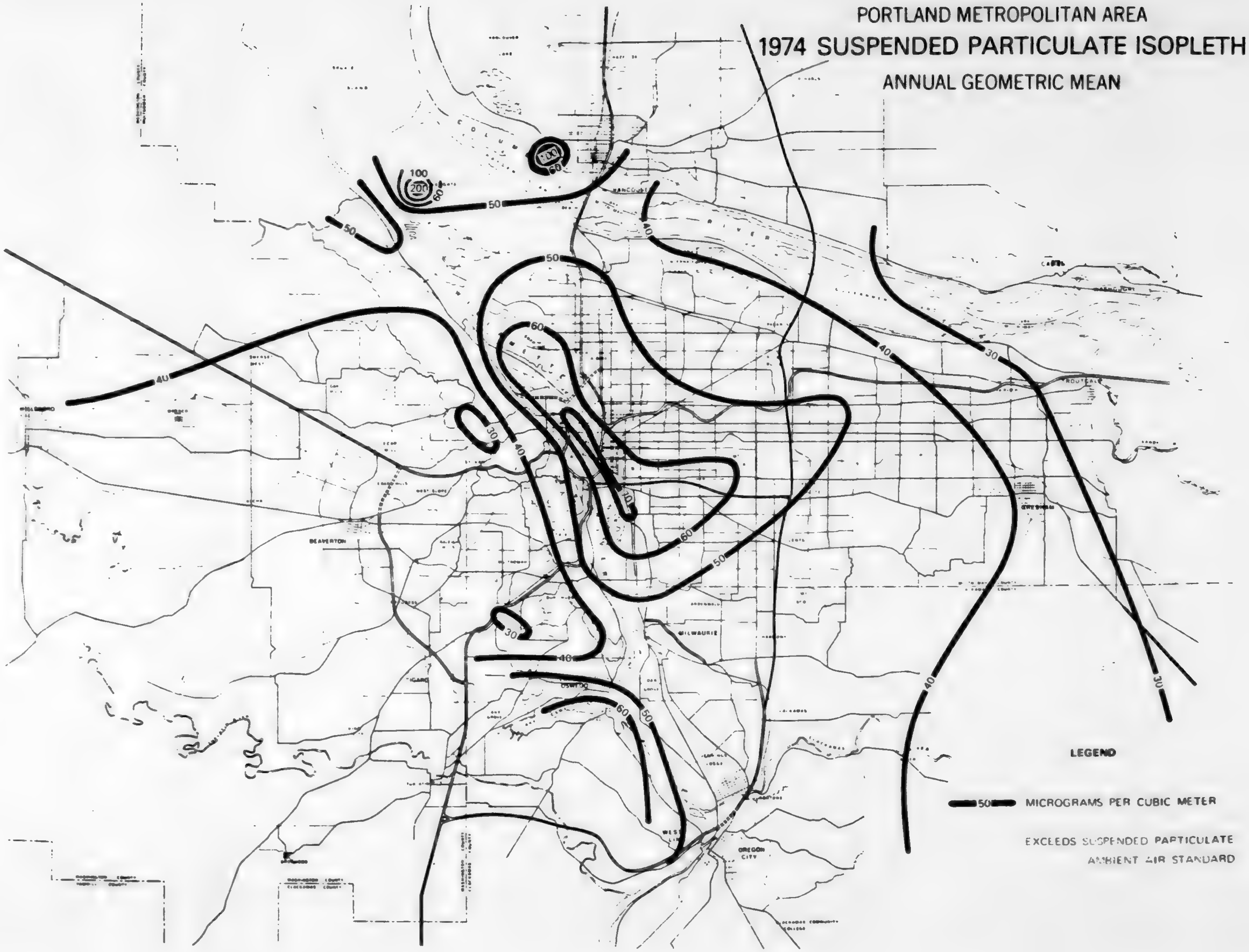
Ambient air quality in the general project area was the topic of a study conducted by the Oregon State Highway Division (Ref. 9) from November, 1973, through February, 1974. The study involved the collection of carbon monoxide and meteorological data and the application of mathematical relationships to derive background [1] concentrations of other pollutants. The results of this study are shown in Table IX-1. Meteorological data for the above study was obtained at three sites in the Baldock Freeway (I-5) corridor. The data is presented with statistical correlation tests performed with historical data from the Portland International Airport. For the purposes of computer modeling at various locations along the project corridor, worst case meteorological conditions [2] have been used with consideration given to the effects of local terrain on the wind field. This departure from the exclusive use of field data will be discussed with the computer predictions of local carbon monoxide concentrations.

Suspended particulates have been measured by the Oregon Department of Environmental Quality. This data has been summarized in Figure 1, which depicts the distribution of particulates in the Portland metropolitan area. The proposed project is located outside the 40 ug/m^3 contour.

[1] "Background" is defined as the concentration of pollutants at a site which is unaffected by any single local source such as an existing highway, parking lot or industry. The background concentration of a pollutant establishes a baseline to which the predicted pollutant concentrations, resulting from a project, can be added to determine the absolute concentrations in the project vicinity.

[2] "Worst case meteorological conditions" are those conditions which would conceivably exist more than once annually and would create a situation condusive to the build-up of pollutants in a given locality. Such conditions include a low wind speed, stable air mass and a wind direction generally from the highway source toward sensitive receptors or areas where the build-up of pollutants may adversely affect the quality of life.

PORTLAND METROPOLITAN AREA
1974 SUSPENDED PARTICULATE ISOPLETH
ANNUAL GEOMETRIC MEAN



LEGEND
50 MICROGRAMS PER CUBIC METER
EXCEEDS SUSPENDED PARTICULATE AMBIENT AIR STANDARD
30
40
50
60
70
100
200
VANCOUVER
BEAVERTON
MILWAUKIE
OSWEGO
OREGON CITY
GRESHAM
TROUTDALE
CAMAS

TABLE IX-1

SUMMARY OF EXISTING AIR QUALITY IN PROJECT STUDY AREA

Pollutant	Averaging Time	Primary Standard*	Background Concentration	
			Typical	Worst Case
Carbon Monoxide	1 hour 8 hours	40 mg/m^3 10 mg/m^3	3 mg/m^3	5 mg/m^3
Hydrocarbons	3 hours	160 ug/m^3	150 ug/m^3	240 ug/m^3
Nitrogen Dioxide	Annual Average	100 ug/m^3	50 ug/m^3	---------
Suspended Particulate	Annual Average	60 ug/m^3	40 ug/m^3	---------

*Standards based on annual averages are not to be exceeded, all others are not to be exceeded more than once annually.

Clean Air Act Implementation Plan

After the Environmental Protection Agency's issuance of primary and secondary national ambient air quality standards for a pollutant (Table IX-2) each state was required to formulate an "implementation plan" to meet, maintain and enforce those standards in each air quality control region within its jurisdiction. The State of Oregon, through the Department of Environmental Quality, Environmental Quality Commission, adopted such an Implementation Plan at its January 24, 1972, meeting in Portland, after considering testimony submitted at public hearings conducted in Portland, Medford, and Eugene.

TABLE IX-2

NATIONAL AIR QUALITY STANDARDS

POLLUTANT	DESCRIPTION	SAMPLING PERIOD	LOWEST CONCENTRATION FOUND TO PRODUCE ADVERSE HEALTH EFFECTS	PRIMARY STANDARD	MARGIN OF SAFETY	SECONDARY STANDARD
Sulfer Oxides	Result primarily from the combustion of sulfer containing fossil fuels. Their presence has been associated with the increased incidence of respiratory diseases, increased death rates and property damage.	Annual arithmetic mean 24-hour maximum* 3-hour maximum*	115 ug/m^3 300-1500 ug/m^3 occuring for three to four days** ---	80 ug/m^3 365 ug/m^3 ---	30% 0 to 76% ---	60 ug/m^3 260 ug/m^3 1,300 ug/m^3
Particulate Matter	Particulate matter, either solid or liquid, may originate in nature or as a result of industrial processes and other human activities. By itself or in association with other pollutants, particulate matter may injure the lungs or cause adverse effects elsewhere in the body. Particulates also reduce visibility and contribute to property damage and soiling.	Annual geometric mean 24-hour maximum*	80-100 ug/m^3** 300 ug/m^3**	75 ug/m^3 (DEQ) 60 ug/m^3 260 ug/m^3	6 to 25% 25 to 40% 13%	60 ug/m^3 150 ug/m^3
Carbon Monoxide	Carbon monoxide is a by-product of the incomplete burning of carbon-containing fuels and of some industrial processes. The most abundant source of this pollutant is the internal combustion engine. It decreases the oxygen-carrying ability of the blood and, at levels often found in city air, may impair mental processes.	8-hour maximum* 1-hour maximum*	12-17 mg/m^3 58 mg/m^3	10 mg/m^3 40 mg/m^3	17 to 41% 31%	Same as Primary Same as Primary
Photochemical Oxidants	Photochemical oxidants are produced in the atmosphere when reactive organic substances, chiefly hydrocarbons, and nitrogen oxides are exposed to sunlight. Photochemical oxidants irritate mucous membranes, reduce resistance to respiratory infection, damage plants and contribute to the deterioration of materials.	1-hour maximum*	200 ug/m^3 (maximum daily value)	160 ug/m^3	20%	Same as Primary
Hydrocarbons	Hydrocarbons in the air come mainly from the processing, marketing and use of petroleum products. Some of the hydrocarbons combine with nitrogen oxides in the air to form photochemical oxidants. The hydrocarbons standard therefore, is for use as a guide in devising implementation plans to achieve the oxidant standard.	3-hour maximum* (measured between 6 and 9 a.m.)	Adverse health effects noted only after reaction to form photochemical oxidant.	160 ug/m^3	---	Same as Primary
Nitrogen Oxides	Nitrogen oxides ususally originate in high-temperature combustion processes. The presence of nitrogen dioxide in the air has been associated with a variety of respiratory diseases. Nitrogen dioxide is essential in the natural production of photochemical oxidant.	Annual arithmetic mean	118-156 ug/m^3 (mean 24-hour concentration over six month period)	100 ug/m^3	15 to 36%	Same as Primary
Lead***	Airborne lead results primarily from automotive emissions. Symptons of mild lead intoxication include loss of appetite, drowsiness and abdominal pain. Ingestion is the prime method leading to elevated blood-lead levels. Airborne lead, by settling out, may contaminate dirt and dust thus becoming potentially harmful.	One Month Average*	---	3 ug/m^3	---	---

* Not to be exceeded more than once annually.

** Combined effect of both gaseous phase and particulate.

*** No National Standard for this pollutant exists, however DEQ has adopted a lead standard for projects in Oregon.

ug/m^3 = micrograms per cubic meter

mg/m^3 = milligrams per cubic meter

The Oregon State Highway Division has determined that all alternatives of this project are consistent with the State of Oregon, Clean Air Act Implementation Plan. Details of this determination are found in the Summary and Conclusions sections of this report.

Derivation of Vehicle Pollutant Emission Factors

Table 3 outlines the Federal Vehicle Emission Standards as currently designated and a five year delay strategy which may be adopted by Congress. Such a delay would result in total emissions of less than three percent over what is predicted assuming no delay. Vehicle age distribution and the percent of Light Duty Trucks were determined for Multnomah County based on data from the Department of Motor Vehicles and the Department of Transportation, Planning Section.

The calculation of emission factors requires an adjustment for the ambient air temperature. U.S. Weather Bureau data from the Salem Airport indicates that the months of October, November and December exhibit the highest frequency of calm wind conditions, favorable to the build up of pollutants and thus the temperature with the highest frequency of occurance during these months can be used in the emission factor calculations. A summary of the temperature data (Ref. 8) indicates that the use of 40^{o} F is appropriate for use in these calculations.

TABLE IX-3

POLLUTANT EMISSION STANDARDS LIGHT DUTY VEHICLES*

Year	Carbon Monoxide		Hydrocarbons		Nitrogen Oxides	
	Existing	5-Yr. Delay	Existing	5-Yr. Delay	Existing	5-Yr. Delay
1975	15.0	15.0	1.5	1.5	3.1	3.1
1976	"	"	"	"	"	"
1977	"	"	"	"	2.0	2.0
1978	3.4	"	0.41	"	0.4	"
1979	"	"	"	"	"	"
1980	"	9.0	"	0.9	"	1.0
1981	"	"	"	"	"	"
1982	"	3.4	"	0.41	"	0.4

*All factors are expressed in grams per mile. The five-year delay show does not represent all possible standards nor implementation timetable which Congress may establish.

Total Emissions Summary

Predictions of total vehicular emissions for all project alternatives were made using an Oregon State Highway Division computer program. Input data for this program included traffic data compiled for all adjacent facilities which would experience traffic volume changes due to the proposed project. The results of this analysis is presented in Table IX-4. Travel summaries and other data generated by the computer program can be found in the Air Quality Analysis Supportive Data (Ref. 8).

In addition to the three project alternatives previously discussed in the impact statement, a fourth, systems level alternative (2A) was considered in the air quality analysis. This alternative provides for the construction of the proposed project (as in Alternative 2) without the construction of either Jefferson Parkway or Haines Road extension. The consideration given here is one of proposed traffic volumes only and does not alter any physical characteristics of the project.

As shown in Table IX-4, decreases in total pollutants emissions within the study area can be associated with the selection of any alternative, when compared to the 1975 existing conditions. The lowest total emissions through the year 1990 result from Alternative 2A. Changes in traffic patterns, to reduce the total vehicle miles of travel in the study area, by the year 2000 will show Alternative 1 to exhibit the lowest total emissions. It should be emphasized that all alternatives exhibit nearly identical emissions in any given study year. The actual percentile differences in total pollutant emissions is insignificant when considering the accuracy of traffic projections and the effectiveness of future emission controls strategies. (Differences for any study year for carbon monoxide and hydrocarbon emission are within two percent and differences in the emissions of nitrogen oxides are within two and one-half percent.)

TABLE IX-4

TOTAL EMISSIONS SUMMARY

Project Alternatives	Study Year	Carbon Monoxide Tons/Yr	Carbon Monoxide Percent*	Hydrocarbons Tons/Yr	Hydrocarbons Percent*	Nitrogen Oxides Tons/Yr	Nitrogen Oxides Percent*
Alternative 1	1975	6405.55	100.0	1062.79	100.0	835.47	100.0
	1981	4095.66	63.9	819.39	77.1	771.28	92.3
	1990	1857.75	29.0	388.94	36.6	601.97	72.1
	2000	2335.24	36.5	403.27	37.9	696.68	83.4
Alternative 2	1975	0.00	0.0	0.00	0.0	0.00	0.0
	1981	4120.07	64.3	821.84	77.3	778.63	93.2
	1990	1900.23	29.7	389.78	36.7	592.65	70.9
	2000	2423.87	37.8	416.00	39.1	704.27	84.3
Alternative 3	1975	0.00	0.0	0.00	0.0	0.00	0.0
	1981	4107.73	64.1	820.73	77.2	775.72	92.8
	1990	1931.81	30.2	396.17	37.3	610.87	73.1
	2000	2452.06	38.3	418.53	39.4	710.81	85.1
Alternative 2 if Haines Extension and Jefferson Parkway are not constructed	1975	0.00	0.0	0.00	0.0	0.00	0.0
	1981	4011.72	62.6	804.10	75.7	763.29	91.4
	1990	1843.65	28.8	381.04	35.9	591.28	70.8
	2000	2385.56	37.2	410.92	38.7	701.88	84.0

*Percent shows each pollutant relative to Alternative 1 in 1975.

Photochemical oxidant

Photochemical oxidant is the name generally applied to any of a considerable number of secondary pollutants, the most abundant of which is ozone. This pollutant, as well as the primary pollutants, nitrogen dioxide and certain hydrocarbons are extremely reactive and their respective concentrations are thus a function of residence time in the atmosphere, available ultra violet energy from the sun and the presence of other air contaminants. These dependencies are in addition to source strength and meteorological conditions which affect the dispersion characteristics of all pollutants, independent of their reactivity. Although technology is improving to the point where accurate computer modeling of the photochemical oxidant process may soon be possible, the most reliable method to date is the comparative evaluation of photochemical oxidant formation potential based on an assessment of total emissions.

Table IX-5 indicates what reduction may occur in oxidant formation based on reductions of the primary pollutants. Application of the results of the total emissions analysis would indicate that any project alternative may result in approximately a 60 percent decrease in the oxidant potential by 1990. A slight reversal in this trend would be expected in later years assuming no additional Federal or State control measures.

In that photochemical oxidant is a regional pheonomina it is difficult, if at all possible, to isolate the proposed project in the assessment of oxidant. If the control strategy for the entire Portland metropolitan area results in an equal or greater reduction in the formation potential of secondary pollutants, violations of the ambient air quality standard for oxidant will be eliminated.

TABLE IX-5

DECREASE IN HYDROCARBON OXIDATION RATE

Percent decrease in atmospheric Hydrocarbon Concentration	Percent decrease in atmospheric Nitric oxide Concentration			
	0	25	50	75
0	--	--	--	18
50	64	58	52	56
75	82	80	78	70

SOURCE: Caplan, J.D., "Smog Chemistry Points Way to Rational Vehicle Emission Control" (Ref. 10 - Results shown are based on an experimental propylene system using hydrocarbon oxidation rate as an index of smog formation, however similar trends have been noted when the ozone formation rate was used as an index.)

Local Air Quality Impacts

a. Carbon monoxide

As stated in the methodology section of this report, several computer models were used to determine local carbon monoxide concentrations. The results of the computer modeling have been depicted in Figures IX-2 through IX-5.

a.1. Haines Road Interchange

The alternatives considered at the Haines Road Interchange included the existing ramp configuration without the widening of I-5 (Alternative 1) and the proposed reconstruction of the Haines Road structure with major modifications to the entrance and exit ramps and a six lane freeway facility (Alternative 2).

The differences in the eight-hour carbon monoxide isopleths developed for the two alternatives considered are very subtle. The meteorological data input to the computer models at the Haines Road Interchange included a 2 mph wind from the south-southwest, using a Pasquill stability class "D". The use of a 2 mph SSW wind may be deemed appropriate for two reasons: 1) The actual data available from the West Portland study (Ref. 9), although rather limited, indicates a significant number of occurrences of winds in the 0-3 mph category from the SSW, and (2) the channeling effects of local terrain would result in an air flow roughly parallel to I-5 in the Haines Road area.

As stated, little difference in eight-hour carbon monoxide predictions for the two alternatives is noted. Traffic volumes on I-5, the major contributor to pollutant concentrations, is approximately identical for all alternatives. The location of the Haines Road Interchange and the differences in interchange traffic volume predictions for each alternative are the only items which would lead to differences in air quality predictions. The effect of these parameters relative to the influence of I-5 traffic volumes is for the most part insignificant. The predicted eight-hour carbon monoxide concentration at the edge of I-5 for either alternative in 1981 is approximately 5 mg/m^3. Assuming no future reduction in carbon monoxide background, the predicted concentrations in 1990 and 2000 would be near 4 mg/m^3. Based on factors contained in the Air Quality Supportive Data (Ref. 8), peak one hour concentrations adjusted for more stable meteorological conditions would be less than 11 mg/m^3 in 1981 (as measured at the edge of the I-5 roadway). Concentrations in both 1990 and 2000 are predicted to be near 8 mg/m^3 regardless of the selection of alternatives.

a.2. North Tigard Interchange

The eight-hour carbon monoxide isopleths for the North Tigard Interchange are shown in Figures IX-4 and IX-5. The project alternatives considered were Alternative 2, widening of I-5 to six lanes and construction of a northbound truck climbing lane and Alternative 1, which leaves the existing interchange and roadways in their present configuration. Traffic volumes, speeds and the percent of heavy trucks in 1981 are the same for both alternatives. The meteorological input to the calculations at the North Tigard Interchange was the same as for Haines Road (Section a.1.). As a result, 1981 carbon monoxide predictions are nearly identical. The highest eight-hour average concentration predicted outside the highway right-of-way for either alternative is approximately 5 mg/m^3. Eight-hour carbon monoxide concentrations outside the right-of-way under worst case conditions are expected to be about 4 mg/m^3 in the years 1990 and 2000.

Maximum one-hour carbon monoxide concentrations are expected to be less than 11 mg/m^3 in 1981 with a reduction to approximately 8 mg/m^3 in 1990. No violations of the 40 mg/m^3 one hour standard will occur in any year.

a.3. Truck Climbing Lane

The modification of an existing northbound shoulder between the North Tigard and Capitol Highway Interchanges, to function as a truck climbing lane, will reduce congestion in the northbound travel lanes thus increasing overall travel speeds. The increase in vehicle speeds will lead to a reduction in the emissions of carbon monoxide. The use of this shoulder as a travel lane will decrease the distance to the nearest receptor from approximately 27 to 13 feet, thus it becomes necessary to determine if the potential reduction in carbon monoxide emissions due to improved speeds will adequately offset potential increases due to a smaller source-receptor distance.

To date, local air quality modeling has been based on regional meteorological data, that is light winds and a relatively stable atmosphere. In the area on and very near roadways the use of such data undoubtedly leads to very conservative results. In a recent report by the Stanford Research Institute (Ref. 11), it was concluded that the one type of pollution generally omitted in air quality studies, waste heat from automobile exhaust, may be large enough to significantly enhance vertical mixing over the roadway, particularly under light wind conditions. The study further concluded that turbulence levels in the median and downwind of the roadway are consistently higher (by a factor of up to 3.5) than the upwind ambient values and that the shelterbelt effect of a "wall" of vehicles enhances the initial mixing and lateral dispersion of vehicle emissions.

In modeling the area near the truck climbing lane a range of possible meteorological conditions was used. All conditions assumed a wind parallel to I-5 and wind speeds ranging from 0 to 3.8 mph. Pasquill stability classes of "B" and "C" were used in conformance with the previous discussion. The results, including a background concentration of 3 mg/m^3, showed possible carbon monoxide concentrations from 3.6 to 4.9 mg/m^3 at a receptor located 13 feet from the edge of the existing northbound shoulder. These results were nearly identical regardless of the alternative selected.

b. Hydrocarbons

Hydrocarbons are normally studied because of their contribution to the formation of photochemical oxidants. Such studies are often confined to the determination of regional impacts resulting from oxidant formation. In recognition of the role of hydrocarbons in the production of secondary air contaminants, a Federal Ambient Air Quality standard of 160 ug/m^3, as measured between 6 and 9 a.m., was set. No adverse health affects are normally associated with the presence of hydrocarbons in the atmosphere.

More than 85 different hydrocarbon compounds are contained in the exhaust gases of gasoline-powered, internal combustion engines. Fortunately, these compounds can be combined into four main families: paraffins, acetylenes, aromatics and olefins. The acetylene family is considered completely nonreactive. Aromatics and paraffins, the later which includes three non-reactive members (methane, ethane and propane), are only slightly reactive. The olefins are the most reactive; contributing more than 86 percent of the oxidant formation potential, yet representing only slightly more than 30 percent of the total exhaust hydrocarbons.

As was discussed in the section on photochemical oxidant, the current vehicle emission control strategy will result in a net decrease in hydrocarbon concentrations in future years. Data on this pollutant indicate that the ambient air quality standard for hydrocarbons is currently being exceeded in the Portland area and will continue to do so for some years to come; yet reductions in present levels, regardless of alternative selection, will aide in the reduction of photochemical oxidant potential.

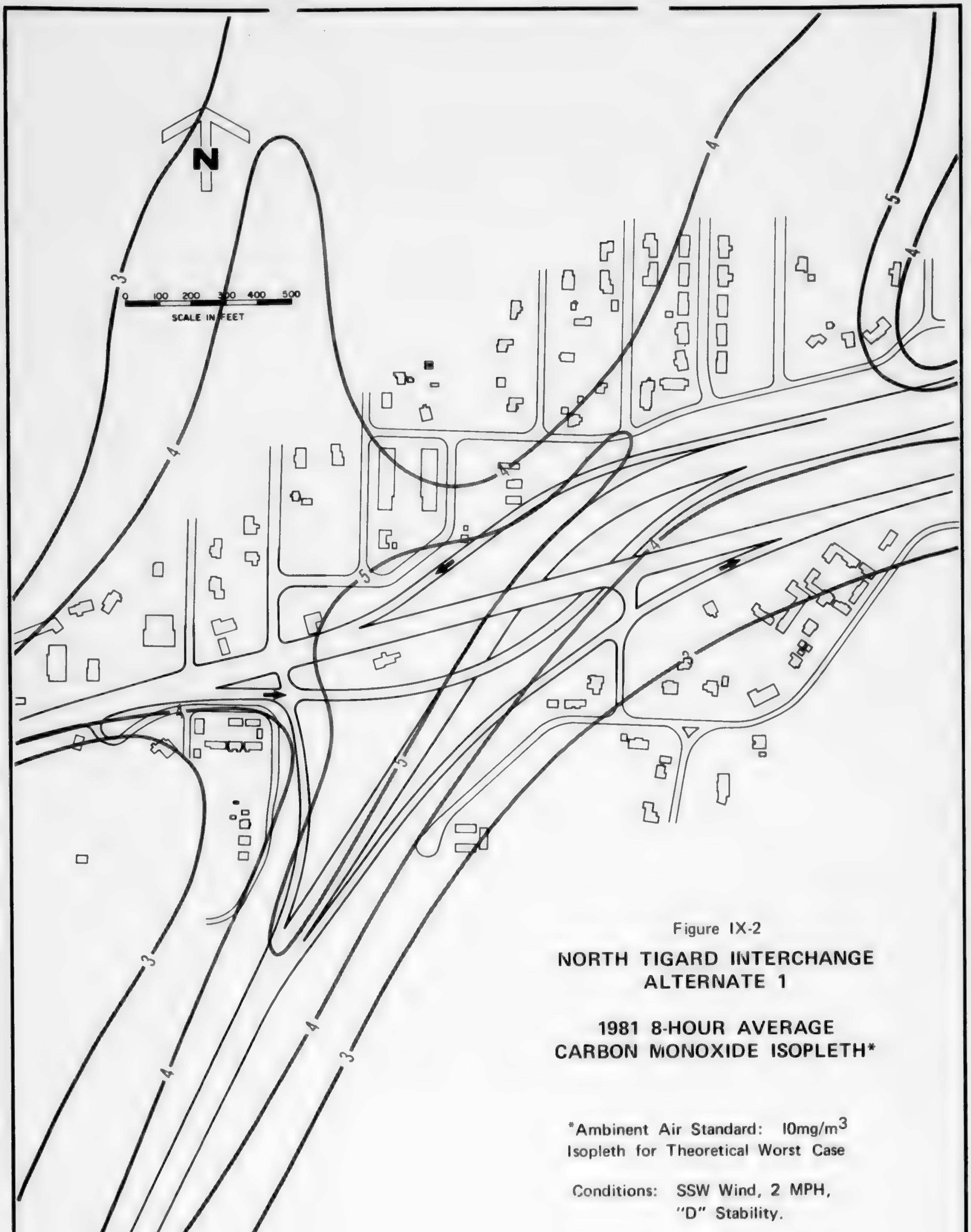

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Figure IX-2

NORTH TIGARD INTERCHANGE
ALTERNATE 1

1981 8-HOUR AVERAGE
CARBON MONOXIDE ISOPLETH*

*Ambient Air Standard: 10mg/m^3
Isopleth for Theoretical Worst Case

Conditions: SSW Wind, 2 MPH,
"D" Stability.

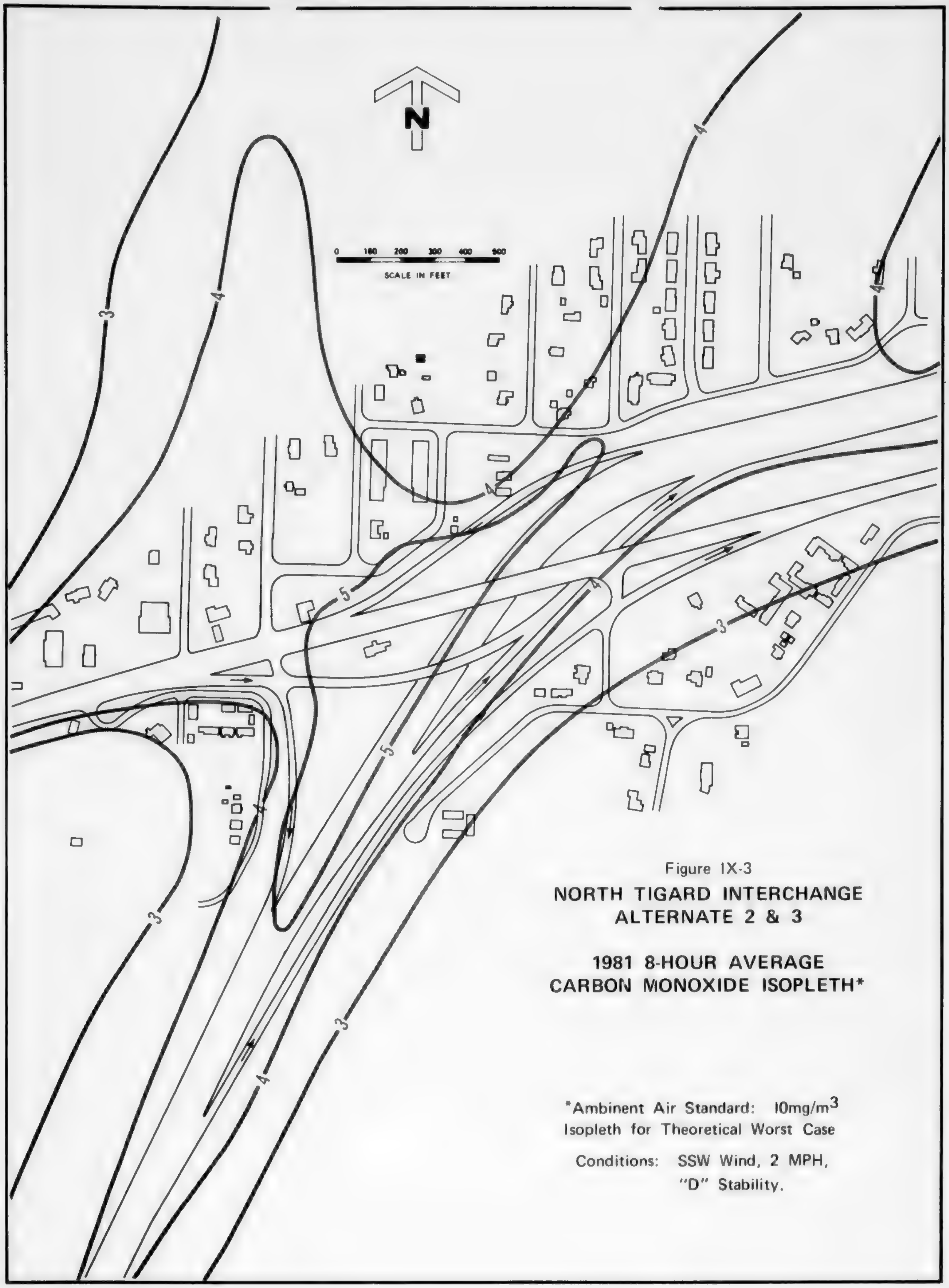
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Figure IX-3

NORTH TIGARD INTERCHANGE
ALTERNATE 2 & 3

1981 8-HOUR AVERAGE
CARBON MONOXIDE ISOPLETH*

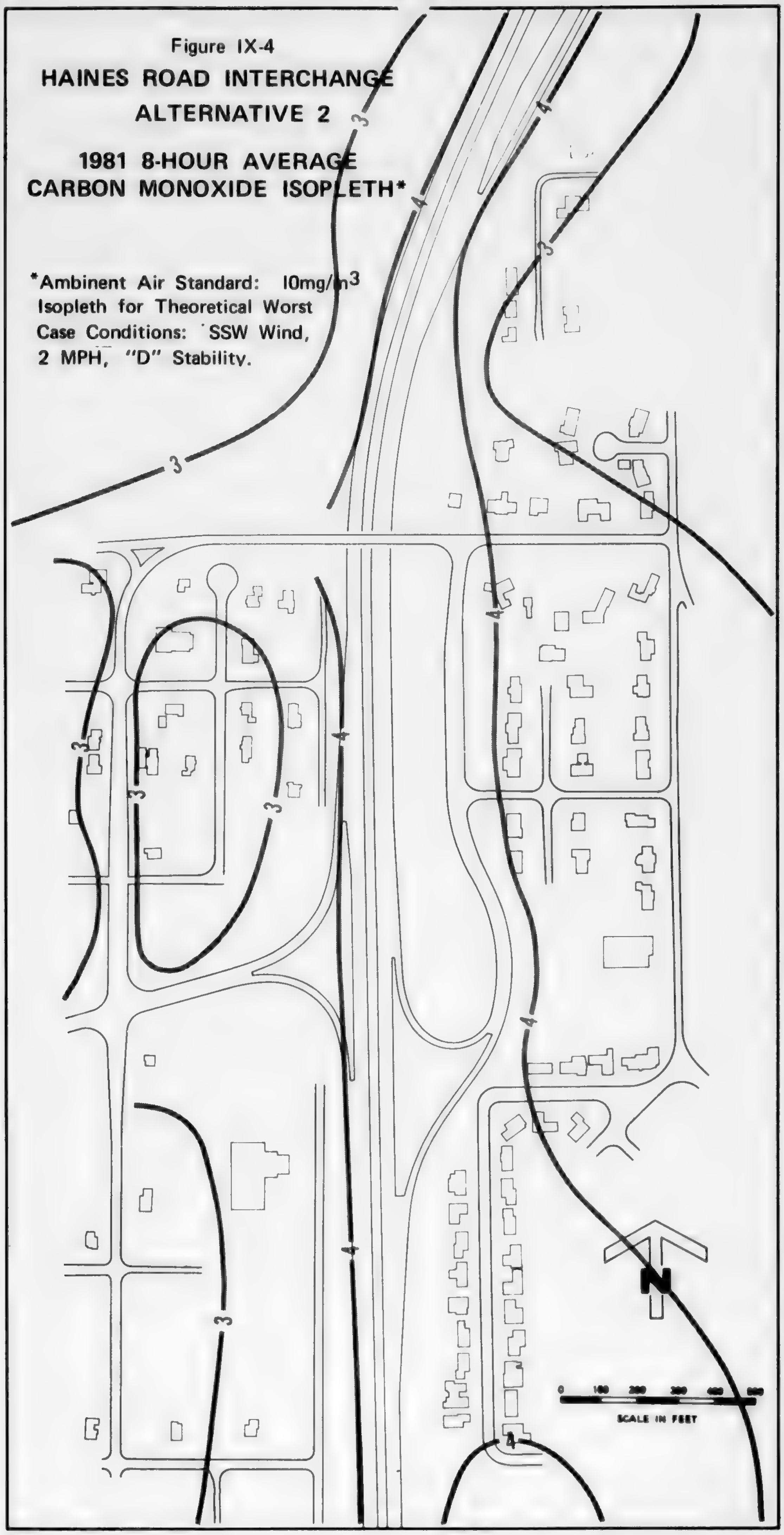
*Ambinent Air Standard: 10mg/m^3
Isopleth for Theoretical Worst Case
Conditions: SSW Wind, 2 MPH,
"D" Stability.

Figure IX-4

HAINES ROAD INTERCHANGE
ALTERNATIVE 2

1981 8-HOUR AVERAGE CARBON MONOXIDE ISOPLETH*

*Ambient Air Standard: 10mg/m^3
Isopleth for Theoretical Worst
Case Conditions: SSW Wind,
2 MPH, "D" Stability.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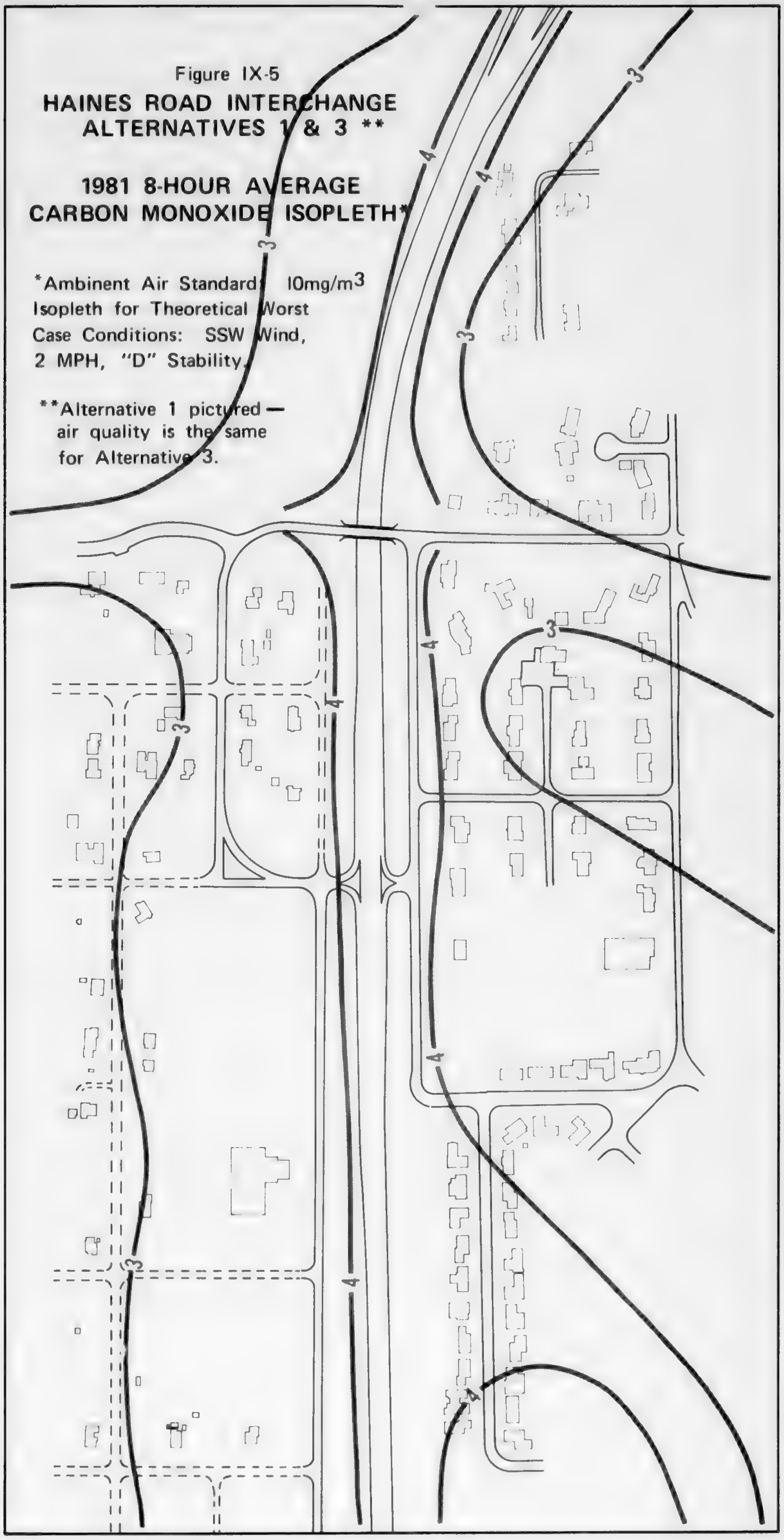

Figure IX-5

HAINES ROAD INTERCHANGE ALTERNATIVES 1 & 3 **

1981 8-HOUR AVERAGE CARBON MONOXIDE ISOPLETH*

*Ambinent Air Standard: 10mg/m^3
Isopleth for Theoretical Worst
Case Conditions: SSW Wind,
2 MPH, "D" Stability.

**Alternative 1 pictured —
air quality is the same
for Alternative 3.

c. Nitrogen dioxide

Local concentrations of nitrogen dioxide were calculated using an algorithm based on the methodology outlined in the Supportive Data (Ref. 8). Maximum predicted concentrations in 1981 for all alternatives, outside the highway right-of-way will be less than the 100 ug/m^3 standard. Further reductions are predicted through at least the mid-1990's for any alternative. The significance of reductions in this pollutant is best described in the associated effects on photochemical oxidant potential. (See page IX-8).

d. Lead

An assessment of the potential air quality impacts due to vehicle emissions of lead was made using ambient data collected at the Oregon State Highway Division air quality trailer in the proposed I-205 Freeway corridor in Portland and the Department of Environmental Quality's, "Corbett-Terwilliger Area Lead Study" (Summary Report; November 8, 1974). In addition to ambient data, the EXPLOR computer model was used to predict lead concentrations adjacent to the freeway. Several different approaches were utilized with details of each included in the Supportive Data (Ref. 8). Many problems in predictions were encountered including those of establishing lead emission factors from motor vehicles, addressing a one month average lead standard and the lack of good correlation between ambient lead concentrations and existing traffic volumes. In general the 1981 predictions indicated a range of possible lead concentrations adjacent to the I-5 freeway in the project area from approximately 1.7 ug/m^3 to 2.5 ug/m^3.

Lead has recently been added to the Environmental Protection Agency's list of air contaminants. At this writing it is apparent that EPA fully intends to adopt an ambient lead standard and initiate a phase-down in the amount of lead used as an additive in gasoline. The phase-down will allow the continued use of catalytic convertors as a control in vehicle emissions of carbon monoxide and hydrocarbons. The existing DEQ lead standard of 3 ug/m^3 (30 day average) will not be violated by either alternative and with the implementation of future controls by EPA, no violations are predicted in later years.

Effects of Construction Activities on Air Quality

Air quality in and near the project area can be adversely affected by many varying activities related to, and resulting from the actual construction of the highway facility. These effects on air quality are, for the most part, confined to the construction season. (An exception to this would be the continued use of a traffic detour or temporary road surface for the period between construction seasons.) The major effects of construction and related activities can be categorized in five general areas as follows:

1. Particulates generated by the movement of construction equipment over unpaved surfaces in the project area.
2. Particulates generated by the transportation and placement of embankment material, aggregate and other paving materials.
3. Pollutants from the exhausts of construction equipment both on the construction site and along haul routes.
4. Possible increase in exhaust pollutants of road user vehicles due to detours and lower travel speeds resulting from traffic congestion and considerations for safety.
5. Pollutants (especially particulates) generated by construction related point and area sources such as batch plants and borrow sites.

The first two general areas shown above, or fugitive dust emissions[3], are discussed in the Air Quality Supportive Data (Ref. 8), based on the methodology

[3] Fugitive dust is defined as particulate emissions from an open source, generated randomly with respect to time and location.

outlined by the U.S. Environmental Protection Agency (Ref. 12). Calculations indicate a maximum annual total dust emission of slightly more than 26 tons (assuming an effective watering program is implemented). This is undoubtedly the most significant area of concern with regard to potential air quality impacts resulting from construction operations. While it is impossible to quantify the magnitude of particulate concentrations at adjacent receptor sites, it is almost certain that some local violation of the ambient air quality standard for particulates will occur during the construction period. As an example; at a California air monitoring station which recorded a median average daily particulate concentration of 77 ug/m^3, concentrations during a period of nearby construction in 1971 were found to be 208 ug/m^3, (Ref. 13).

Construction equipment (Item 3) utilizing Diesel engines can emit significant amounts of nitrogen oxides and carbon monoxide. Also present in the exhaust of construction vehicles are various particulates, hydrocarbons and sulfur dioxide. Obviously concentrations of these pollutants will be higher during the construction period, but the potential for local impacts, or violations of ambient air quality standards is indeterminant. Since the construction season does not normally coincide with the period of highest pollution potential (for the primary pollutants), it would be reasonable to assume that the concentrations of gaseous pollutants, although admittedly higher than normal, would not be detectable outside the highway right-of-way or immediate work area. Until more specific project detail is available, the significance of haul routes on local air quality cannot be estimated. This would also be the case in item 5, since designation of sites for borrow, stockpiling and batching operations are as yet unspecified.

Item 4 may well be the second most significant effect of project construction on air quality, after fugitive dust emissions. The stage construction plans for the project require the movement of traffic from one side of the roadway to the other at various locations to facilitate paving operations and structure removal and reconstruction. Delays to vehicles on I-5 should be minimal, if even necessary, during the period when traffic is diverted to new or temporary pavement. Travel speeds would undoubtedly be lower, but when considering usual freeway speeds, changes in pollutant emission factors would be very small. A departure from the assumed steady-state vehicle operation, due to congestion, could be of more significance. At Haines Road Interchange work on the highway overcrossing structure will require detours which could be operated for a period in excess of the normal construction season. One detour at Haines Road Interchange diverts traffic so that both directions of travel are on the same side of the future freeway centerline. Under the same meteorological conditions discussed in Section a.1., the EXPLOR model indicated that no significant increase in carbon monoxide concentrations outside the freeway right-of-way would result from the moving of vehicle traffic closer to the receptors in the Haines Road area. The effect of local topography on the wind patterns in this area is the primary factor for the lack of significant impacts outside the right-of-way.

Summary and Conclusions

The existing ambient air concentrations of most pollutants in the study area are well below the Federal and Department of Environmental Quality standards. The only notable exception is the concentration of hydrocarbons. Recent disclosures by the Environmental Protection Agency indicate that measurement techniques presently used by air pollution control authorities to obtain data on hydrocarbons may be invalid, and they further suggest that all such data be used only for the purpose of assessing photochemical oxidant potential and does not constitute a level associated with health hazards.

All alternatives are associated with a decrease in hydrocarbon emissions. The reduction in future emissions of hydrocarbons is a benefit primarily derived from the Federal vehicle emission control strategy and not from the choice of project alternatives.

Local concentrations of nitrogen dioxide should not exceed ambient air quality standards. This prediction is based on the application of a factoring technique subject to several major assumptions as shown in the Supportive Data (Ref. 8). The use of such a methodology furnishes only an estimate of local impact potential.

As with hydrocarbons, the major role of nitrogen oxides in air pollution chemistry is that of a component of the photochemical oxidation process; a process best considered on a regional basis. The total emissions calculations indicate a reduction in the emissions of nitrogen oxides through the mid-1990's as a result of the Federal vehicle emission control strategy. The reduction of nitrogen oxides is not dependent on the choice of project alternatives. Table 5 indicates that a combined reduction in both hydrocarbons and nitric oxide will yield a reduction in the potential for photochemical oxidant formation. The effects of a reduction in hydrocarbons alone would appear to be more effective than a reduction in both pollutants. Again, it should be noted that a reduction in photochemical oxidant potential in the study area should occur with the selection of any alternative.

No violations of either the one-hour or eight-hour carbon monoxide standard are predicted to occur in any study year, regardless of the choice of project alternatives. As with the other pollutants discussed thus far the analysis of total emissions indicates significant reductions in carbon monoxide in future years. The effect of vehicle emissions controls will more than offset additional emissions due to traffic growth through the mid-1990's.

It does not appear at this time, assuming some future level of control on lead additives in gasoline, that the DEQ lead standard will be violated in the project area. Although predictions are difficult, existing data on ambient lead appears to support this conclusion. During construction, total particulate concentrations may exceed the 24-hour maximum ambient standard in locations of heavy construction acitivity, although no quantitative estimate can be made at this time. No other air quality impacts due to construction activity are predicted to occur.

In that within the prediction capabilities of existing technology, no adverse impacts due to the project under consideration can be found, and in further consideration of the project's net beneficial effect on the total emissions of major pollutants within the project area, it is concluded that advancement of this project will neither hinder nor prevent the attainment of clean air goals. It is the Oregon State Highway Division's determination that this project is consistent with the State of Oregon, Clean Air Act Implementation Plan.

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ACOUSTICS

The objective of this study was to determine the environmental noise impact on residential and critical receptors in the immediate area of the proposed Interstate 5 freeway modification. Factors of traffic noise level, present and potential land use, and the aesthetics of both the freeway and corridor and its utilization were of particular concern.

With the freeway design essentially established and accepted, this investigation pertains primarily to areas adjacent to the I-5 right-of-way.

Mitigation contained herein is intended to insure freeway compatibility with its surroundings and maintain an acceptable noise environment.

To achieve this goal, an evaluation of major activities was performed:

1. Existing noise levels were recorded at several locations in and close to the I-5 corridor. These data indicated the noise exposure levels of residents at the present time and provided a basis for estimating the influence of the I-5 modifications on the community noise.
2. Predictions were calculated for the traffic noise levels anticipated along I-5 during peak traffic flow periods, upon project completion and for the design year 2000.
3. Methods and means of mitigation, providing noise attenuation, at and for impacted receptors were explored.

The following table summarizes major findings. (Table X-1)

TABLE X-1

IMPACTED RECEPTORS*

	1975**	2000***
Alternative 1	49	80
Alternative 2	48	71
Alternative 3	53	79
Alternative 2 with barriers	19	34
Alternative 3 with barriers	19	33

*A receptor exposed to noise levels exceeding 70 dBA 10 percent of the time.

**Eight (8) receptors impacted primarily due to Barbur Blvd. noise.

***Thirteen (13) receptors impacted primarily due to Barbur Blvd. noise.

The project is a continuation and completion of the widening improvement of I-5 from Salem to Portland. The specific segment covered in this study is from just north of the South Tigard Interchange (M.P. 272.70) to north of the North Tigard Interchange (M.P. 294.91). In addition to the roadway widening, other modifications are proposed for consideration; the creation of an exclusive truck climbing lane, and the elimination or improvement of the Haines Road Interchange.

In compliance with the procedural requirements of the FHPM 7-7-3 measurements have been taken to determine the existing noise levels. In several locations noise levels presently being emitted by vehicular use of the existing I-5 facility exceed the FHWA L_{10} 70 dBA guidelines and impact 49 receptors. Using an approved computer model, predicted noise for the existing facility year 2000 indicated a total of 80 receptors will be exposed to adverse noise conditions. The noise levels resulting from the proposed modifications were also obtained through use of the computer model. This revealed that there would be 48 receptors impacted in 1975 and 71 receptors in 2000 (Alternative 2), and 53 in 1975, 79 receptors in 2000 (Alternative 3). Should the suggested mitigating abatement measures be implemented, the projects noise environment will not only be controlled to acceptable condition, but will improve the noise environment for those remaining structures presently being impacted.

Noise Environment of Existing Facilities (Alternative 1)

To adequately assess and determine a noise environment resulting from roadway modification, the existing noise condition must be defined. For this

TABLE X-2

MEASUREMENT SITES & VALUE RECORDED

Measurement Site		Recorded Levels L_{10}	L_{50}	Measurement*** Time & Date
#1	Hampton & 66th	72	66	8 May 75 12:00 N - 12:10 p.m.
#2	Frontage Rd. 66th	72	68	8 May 75 12:30 p.m. - 12:43 p.m.
#3	66th North of Clinton St.	70	63	8 May 75 1:00 p.m. - 1:11 p.m.
#4	Southbound On-Ramp Barbur Blvd. Interchange	66	63	21 May 75 1:35 p.m. - 1:52 p.m.
#5a	100 feet from I-5	77	72	21 May 75 10:35 a.m. - 10:55 a.m.
b	275 feet from I-5*	60	57	
#6	13155 SW 64th Rear yard - above barrier	75	71	17 June 75 10:45 a.m. - 11:00 a.m.
#7	65th and Douglas Streets	78	72	23 July 75 7:30 a.m. - 7:47 a.m.
#8	65th South of Haines Road	73	65	8 May 75 1:30 p.m. - 1:40 p.m.
#9a	30 feet from NB Off-Ramp Barbur Blvd. Interchange	76	70	15 May 75 11:00 a.m. - 11:16 a.m.
		76	70	11:30 a.m. - 11:48 a.m.
b	100 feet from NB Off-Ramp	67	61	11:00 a.m. - 11:16 a.m.
		68	61	11:30 a.m. - 11:48 a.m.
#10	SW 59th & SW Pomona**	64	60	21 May 75 12:30 p.m. - 12:41 p.m.
#11	200 feet west of Sta. L_5 372	64	60	15 July 76 12:50 p.m.
#12	SW 48th Dr. & 48th Avenue	64	58	14 July 76 10:50 a.m.
#13	SW 48th Drive & 50th Avenue	64	59	14 July 76 10:00 a.m.
#14	4633 Huber Street	79	73	14 July 76 1:15 p.m.

*Thick trees and foliage.

**Located approximately 50 feet below roadway surface.

***Various times were selected due to limited staff and equipment.

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Barbur Blvd. generated noise L_{10} 70 dBA reaches a distance of 150 feet from the edge of its roadway. On the east (northbound) side the L_{10} 70 dBA, I-5 generated noise level extends approximately 125 feet from the existing off-ramp or 225 from the edge of I-5.

North of the interchange, Barbur Blvd. parallels the freeway, I-5, on the east side (Figure X-4) and on the west side the freeway is elevated.

Existing noise levels eminating from I-5 (L_{10} 70 dBA) extend on an average 350 feet from the edge of the outside lane on the east side and 100 feet on the west. Again, variations in the noise (L_{10} 70 dBA) levels are dependent on the topography of the land adjacent to the roadway.

The previous noise level and distances were given for the existing facility at the present time (1975). Values projected for the year 2000, Alternative 1 are presented in Figures X-1 and X-4. On an average, the projected L_{10} 70 dBA (2000) levels extend beyond those now existing, by a distance of approximately 100 feet. There presently appears to be 49 receptors exposed to noise levels in excess of the L_{10} 70 dBA FHWA guideline. If Alternative 1 is selected the noise generated by increased traffic will result in an increase of 31 structures subjected to an adverse noise environment. This is a total of approximately 80 receptors being impacted by the year 2000.

Alternative 2

The proposed facility with a Haines Road Interchange is expected to exhibit L_{10} 70 dBA levels, 1975, a distance of 10 feet to 325 feet from the edge of the roadway. Again, the roadway shape and the adjacent area surface features directly affect the wave path of the traffic-generated sounds. At the southern end of the project it was computed and estimated that L_{10} 70 dBA level would extend the same distance as the existing no-build, 250 feet from both sides of the road. Figure X-2 presents the L_{10} 70 dBA level contours for both 1975 and 2000.

In the area of the Haines Road Interchange, south of the overcrossing, the only real change occurs on the east side of the roadway. On the east side (northbound) the 1975, L_{10} 70 dBA level is predicted to extend 200 feet from the edge of the roadway.

In the area of roadway station L_6 420, the noise level is expected to protrude 175 feet on the west and 125 feet to the east, as based on 1975 vehicle use of the roadway. The modified interchange at Barbur Blvd. will contribute a slight increase in noise, west of the construction area, but again the major noise source in this area is the traffic on Barbur Blvd. To the east, the L_{10} 70 dBA level is expected to increase an additional 50 feet. This is due to relocating the off-ramp and the addition of the truck climbing lane. The L_{10} 70 dBA level will extend 325 feet from the edge of the I-5 roadway.

North of the North Tigard Interchange the noise environment is not expected to change significantly.

The use of the truck climbing lane is expected to expose all but one receptor (see Figure X-4) between Barbur and I-5 to noise levels exceeding the L_{10} 70 dBA federal guideline. Plus increasing the noise levels already being experienced by receptors near S.W. Pasadena (east side) 3 to 5 dBA. The west side (southbound) will experience the same noise environment as stated for the existing facility (Alternative 1).

Projected noise levels, year 2000, results in an increase of approximately 125 feet beyond the estimated (1975) L_{10} 70 dBA levels. Figures X-2 and

X-4 also present the L_{10} 70 dBA, year 2000, noise penetrating distances. It is expected 48 receptors will be exposed to an adverse noise environment in 1975 if the proposed facility with a Haines Road Interchange is constructed. By the year 2000, an additional 23 structures will be impacted, bringing a total of 71 receptors to a noise level exceeding the FHWA guideline.

Alternative 3

The proposed facility, excluding an interchange at Haines Road, will exhibit the same traffic-generated noise patterns at the southern end and in the area of the North Tigard Interchange (Barbur Blvd.) as did the facility with a Haines Road Interchange (reference Figures X-2 and X-4). Figure X-3 presents the noise contours, 1975 and 2000, for the build configuration without the Haines Road Interchange. As can be noted, north of the Haines Road Overcrossing the expected noise levels are identical to those for Alternative 2.

Just south of the Haines Road Overcrossing, the widening will have little affect on the existing or projected noise level environment for the existing facility (see Figure X-1). L_{10} 70 dBA noise levels (1975) will extend approximately 175 feet on the east side and 50 feet on the west.

The project, year 2000, noise level of L_{10} 70 dBA is expected to increase approximately 50 feet. The number of receptors impacted for and along the whole project route is 53 for the year 1975 and 79 in the year 2000.

Mitigation of an Adverse Noise Environment

As directed in FHPM 7-7-3 technically and financially feasible means of mitigating an impacted receptor should be explored and implemented.

For a noise attenuating wall or berm to be effective, it must obstruct the direct line-of-sight between the noise source and the receiver, be of sufficient length to prevent the flanking of noise around the ends, and be of a minimum density (3 lb./sq.ft.) to prevent barrier vibrations.

Alternative 3 will subject 53 receptors to noise levels (1975) in excess of the L_{10} 70 dBA guidelines. By the year 2000 there are expected to be 79 impacted structures. Through the strategic placement of the walls and berms, most of these receptors can be reasonably assured of an acceptable noise environment. Figure 5 and 7 present the location of attenuating barriers and the resulting noise contours for the years 1975 and 2000.

The proposed barrier (A in Figure X- 6) placed on the east side of the roadway, south of the Haines Road Overcrossing, extends from roadway station L_5 39+50 to station L_5 65+00. The actual height will vary as the relationship between the area topography and roadway alignment change. The height at the overcrossing should be 33 feet above the finished surface of the freeway and at the southern end should be a minimum of 8 feet high. On the west side, and south of the overcrossing, a barrier (B) should be placed between stations L_5 39+50 and L_5 50+00. This barrier should be 10 feet high at the north end and 8 feet high at the south. In order to afford noise protection to the homes east of and near roadway station L_5 32+00 a barrier (C) should be placed near and follow the existing 39-foot elevation topographic contour (See Figure X-6). Its height should be approximately 8 feet. A barrier should be placed adjacent to Barbur Blvd. southbound on-ramp. This barrier (D) should be 8 feet high, above the on-ramp alignment; and extend from on-ramp station J_4 415+00 to I-5 station L_6 425+00.

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In the area of the Barbur Blvd. off-ramp and the truck climbing lane barriers (E and F) should be employed. East of the off-ramp the barrier (E) should be from ramp station E_2 21+00, and be 8 feet high. Between the truck climbing lane and the off-ramp an 8-foot high barrier (F) should be placed from climbing lane station T_2 409+00 to T_2 422+00. (Heights given are referenced from the finished roadway surface.)

Most of the area between Barbur Blvd. and I-5 will experience L_{10} noise levels in excess of 70 dBA. This is due to the combination of noise being emitted by both roadways. Therefore where technically and financially feasible, noise which can be identified as being caused by I-5 will be abated.

On the east side, that is the northbound Barbur Blvd. side of I-5, there appears to be only three (3) areas which may be treated. They are a cluster of houses east of I-5 on and near S.W. Pasadena, the Cliff Manor West apartments and the apartment complex located at 4633 Huber Street. Mitigation for these areas is undergoing further study. The results of the study will be fully examined in the Final Environmental Impact Statement.

Along the west side (southbound) of the freeway, the topography of adjacent land and the number of impacted receptors afford only two (2) areas in which mitigation is practical, the area between S.W. 48th and 49th and near the Barbur Blvd. off-ramp.

In the area of S.W. 48th-49th, a fence or wall (Barrier K) should be constructed from approximately the center of S.W. 48th, that is L_5 356+00, S.W. 49th, L_5 361+00. The height should fairly well maintain the 630-foot land contour. The elevation of S.W. 48th is approximately 630 feet, the access control fence to the south dips to an elevation nearing 620 feet and then rises, just past S.W. 49th, back to the 630-foot mark.

Adjacent to the southbound Barbur Blvd. off-ramp a number of receptors are exposed to an adverse noise condition. The freeway and the off-ramp are both elevated in this area so a berm is not possible. Here again, a wall or fence (Barrier G) is suggested. This wall should be constructed adjacent to the roadway from station L_5 384+00 south and along the off-ramp to approximately 200 feet from Barbur Blvd. It should be a minimum of six (6) feet high.

Mitigation measures for the Alternative 2 with a Haines Road Interchange (Figures X-6 and X-7) will essentially be the same as for Alternative 3 at all places except in the area of the Haines Road Interchange itself. Near the proposed northbound and southbound off-ramps, the barrier should veer from I-5 and follow the off-ramp alignment. On the east (northbound) the barrier (L) should extend from station D 53+00 to L_5 65+00 and the southbound barrier (M) (west side) from station L_5 39+50 to A 50+00. These two barriers are the only significant differences between the noise mitigation suggested for the project with and without a Haines Road Interchange, and both should be 8 feet high.

It must be stressed that esthetic treatment (landscaping) of the proposed noise abatement barriers or devices must be considered.

I-5 N. Tigard - S. Tigard Sect.
Pac. Hwy.

Bob Erven

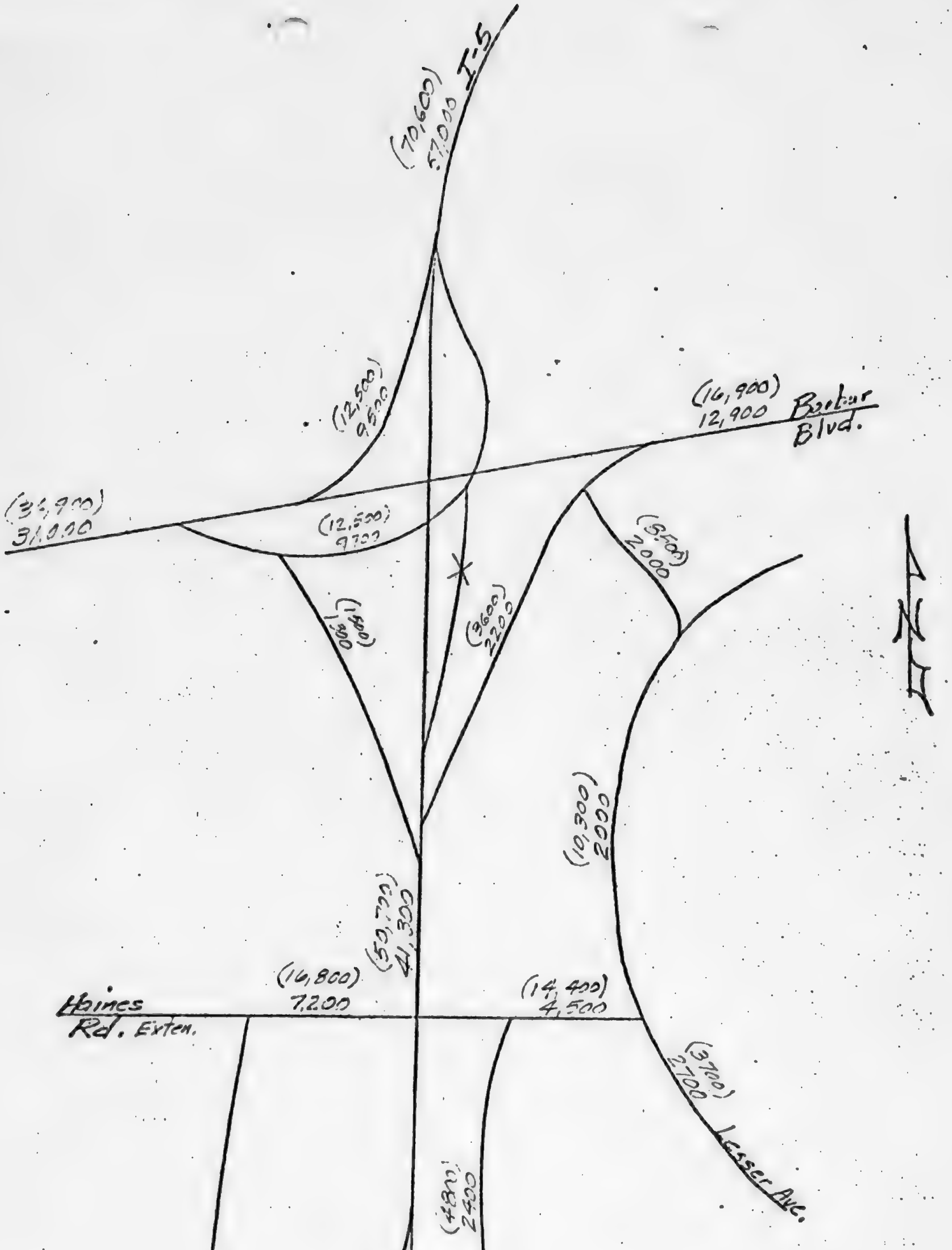
as requested here are traffic counts on N. Tigard and Haines Rd. for three alternates

1. No build (Existing)
2. Project as proposed (N. Tigard & Haines Rebuilt
3. N. Tigard rebuilt - no Haines Interchange)

All three alternates include the Haines Rd. Extension which was used in noise and air study calculations. The Haines Extension has more impacts than the Haines ramps.

If turning movements are required it will take a much more involved study.

11-8-76


I-5
(70,600)
57,000
(12,500)
9,500
(16,900)
12,900
Barbur Blvd.
(34,900)
31,000
(12,500)
9700
(1800)
1100
(3600)
2200
(8500)
2000
N
(10,300)
2000
(50,700)
41,300
(16,800)
7,200
(14,400)
4,500
Haines Rd. Exten.
(3700)
2700
Lesser Ave.
(4800)
2400
(5400)
1600
(1700)
1100
(2200)
900
(3100)
900
(2500)
300
(51,000)
40,600

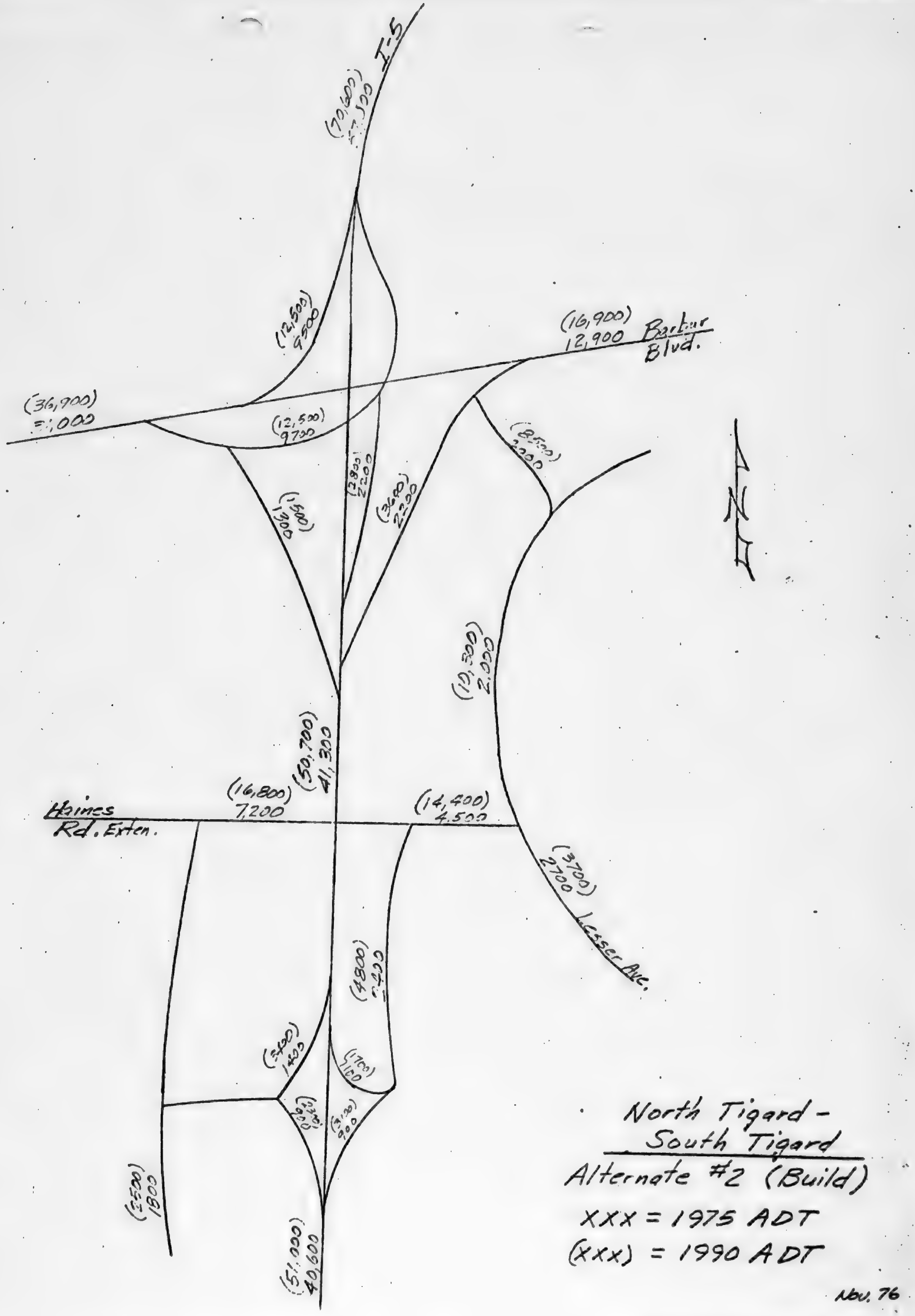
North Tigard –
South Tigard

Alternate # 1 (Existing

XXX = 1975 ADT

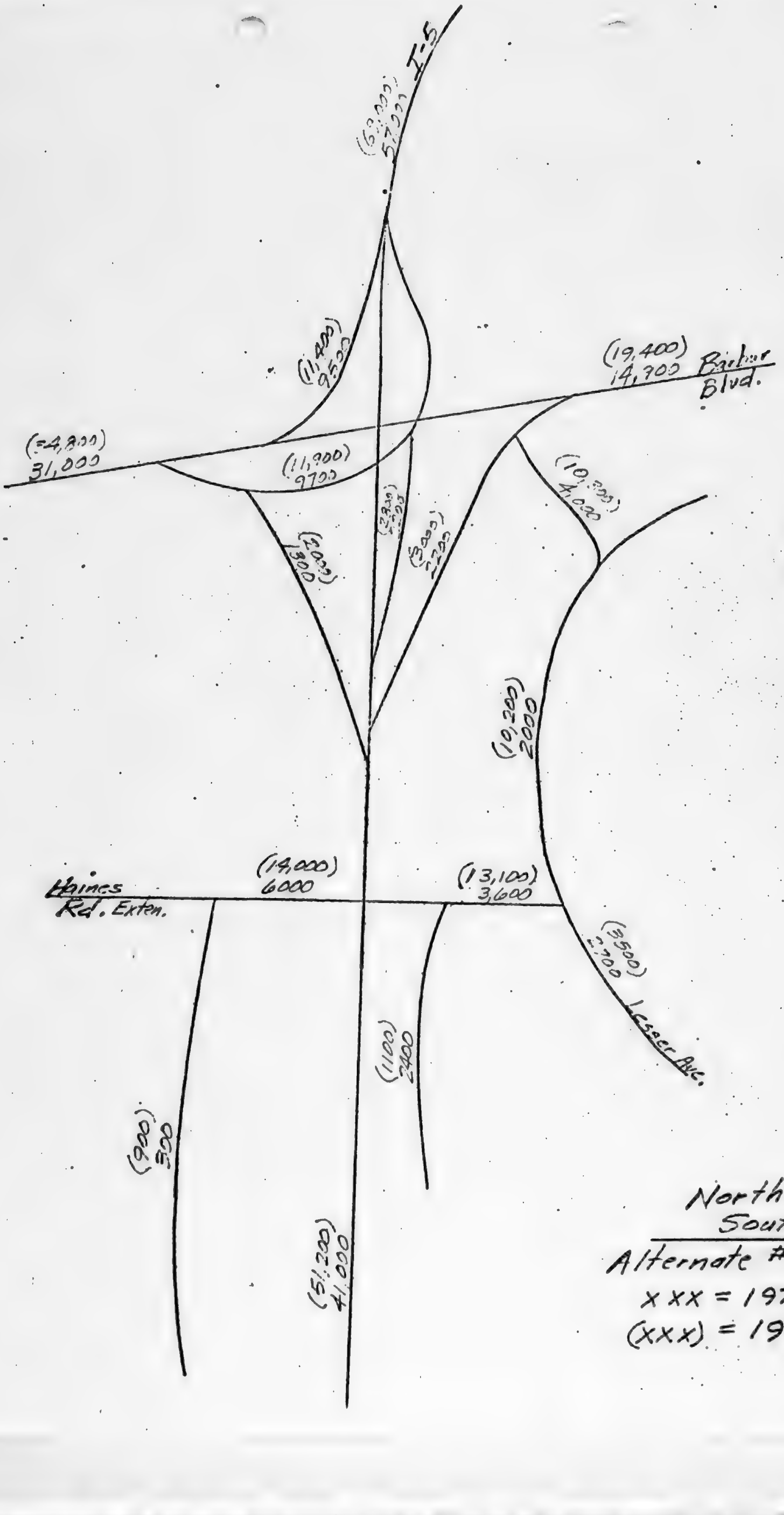
(XXX) = 1990 ADT

Nov. 76


I-5
(70,600)
(12,500)
9500
(16,900)
12,900
Barbur Blvd.
(36,900)
(12,500)
9700
(2800)
2200
(3600)
2200
(1500)
1300
(8500)
2200
N
(10,300)
2,000
(50,700)
41,300
(16,800)
7,200
(14,400)
4,500
Haines Rd. Exten.
(3700)
2700
Lesser Ave.
(4800)
(3400)
1400
(1700)
1100
900
(3500)
1800
(51,000)
40,600

North Tigard -
South Tigard
Alternate #2 (Build)
XXX = 1975 ADT
(XXX) = 1990 ADT

Nov. 76


I-5
(63,000)
57,000
(11,400)
9500
(19,400)
14,700
Barbur
Blvd.
(34,800)
31,000
(11,900)
9700
(10,300)
4,000
(2000)
1300
(3000)
2200
N
(10,200)
2000
(14,000)
6000
(13,100)
3,600
Haines
Rd. Exten.
(3500)
2,700
Lesser Ave.
(1100)
2400
(900)
300
(51,200)
41,000

North Tigard –
South Tigard

Alternate #3 (Build w/o Haine
xxx = 1975 ADT
(xxx) = 1990 ADT

Nov. 76

1

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 7, 1976

Donald V. Silvey
Silvey Development Corporation
P. O. Box 317
Tualatin, OR 97062

Dear Mr. Silvey:

Re: N. Tigard Interchange
N. Tigard Int.-S. Tigard Int. Sec.
Multnomah County

In answer to your letter of October 5th, attached is a print of the preliminary layout sheet on the N. Tigard Interchange. Under this preliminary plan there would be no right-of-way taking from lots 7, 8, 9, and 10 Pasadena Subdivision. No access will be allowed from these lots to the highway facility which is presently the case.

We will require some right-of-way from lot 11, if this plan is adopted, for the relocation of Coronado. Access from lot 11 to Coronado would be permitted.

A public hearing will be held at some future date on this section of highway. From this will be developed construction plans, until which this design should be considered preliminary and subject to change.

Very truly yours,

J. H. Versteeg
Road Design Engineer

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DNS:az
cc: E. S. Hunter
E. L. Hardt

Form 81-734-3122

SD
CORPORATION
SILVEY DEVELOPMENT CORPORATION

October 5, 1976

Road Design Department
Highway Building
Salem, Oregon 97310

ATTN: Hal Versteeg

RE: Intersection of Interstate
5 and Highway 99W at
Tigard, Oregon
Our Job 7602

Gentlemen:

We hereby request that a copy of the latest site plan layout of the above referenced intersection be provided at your earliest convience.

In addition, any comments regarding the utilization of Lots 7, 8, 9, 10 and 11, Pasadena Subdivision, for freeway access and/or right-of-way property would be greatly appreciated.

Very truly yours,

Donald V. Silvey (cls)
Donald V. Silvey

DVS:cls

Versteeg ✓
Olson
/ Christensen
Scott
Swenson
Savage
Trout

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SECTION

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Requires Approval ☐
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P.O. BOX 317 • TUALATIN, OREGON 97062

9615

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 7, 1976

In reply refer to: 1041A

SUBJECT: Oregon Project I-5-5(-)293
North Tigard Interchange Design

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Versteeg's June 15, 1976 letter submitted your proposal to reconstruct I-5 to six lanes through the N. Tigard Interchange on the existing alignment and preserving the existing structures. Such a design would result in lateral clearances below minimum Interstate standards of approximately 4 feet on the right and one-half foot on the left through the existing structures. Horizontal alignment and other design features would meet or exceed design standards.

Your proposed exception to minimum Interstate standard lateral clearances is approved. There is a lack of definitive adverse operational experience on the existing alignment to support the more costly and disruptive design.

The preliminary layout sheet dated June 1976 has our tentative approval for use in further project development.

for Valach
G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO
Versteeg
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
June 17, 1976

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: North Tigard Interchange
Pacific Highway
Multnomah County

TO: J. H. Versteeg
Road Design Engineer

Attention: D. N. Stoudenmeyer
Preliminary Design Supervisor

We have reviewed the preliminary plan of the North Tigard Interchange dated June, 1976, and it appears to be acceptable.

However, because of the curvature and reduced clearances, we recommend that a high level of illumination be provided as a part of this project. We believe that the AASHTO warrants for illumination are met at this interchange.

L E George
L. E. George
Traffic Engineer

TL:ds

cc: W. J. Hart
E. L. Hardt

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

______Versteeg ✓______
______Olson CS&P______
______Christensen______
______Scott______
______Swenson______
______Savage______
______Trout______
____

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JUN 18 1976
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SECTION

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Bring Up____/____ ____
Other__________
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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 15, 1976

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: N. Tigard Int.-S. Tigard Int.
Pacific Highway
Multnomah County

Herewith a print of the preliminary layout sheet for the N. Tigard Interchange on the subject section.

A hearing will be held on this section some time in the future. Your tentative approval is desired so that we may have an idea of your recommendations at our presentation to the public.

Very truly yours,

for
J. H. Versteeg
Road Design Engineer

DNS:az
Enclosure
cc: General Files
D. E. Swan

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

Form 81-734-3122

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE

June 4, 1976

TO

J. H. Versteeg

FROM

E. S. Hunter
Deputy State Highway Engineer

SUBJECT

North Tigard Interchange
Pacific Highway
Multnomah County

I have reviewed with Mr. Klaboe your Downscoped Plan 2 for the North Tigard Interchange and it is approved as drawn.

Please proceed to make a standard layout sheet and obtain FHWA approval.

Please review the remainder of the project to see if similar downscoping is appropriate and, at your convenience, go over the remainder of the project with me.

ESH:ja

Enc.

cc F. B. Klaboe
H. S. Coulter
Walt Hart

FORM 81-734-3030

1

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 24, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: N. Tigard Interchange
Pacific Highway
Multnomah County

TO: Mr. F. B. Klaboe
Department of Transportation
Assistant Director for Operations

Attached are two colored plans for the North Tigard Interchange. The blue areas are existing roadways which will remain.. The original plan on the standard sheet is the present proposal which requires reconstruction of two structures over I-5 in order to carry six full lanes under the structures. In the process the curve is flattened from a 6° to 4°.

Plan 2 is a cut down version which does not require reconstruction of the structures over I-5 but would have all of the basic features of the original plan. The curve could not be flattened and reduced lateral clearances would be required to carry six lanes under the structures.

Advantages of Original Plan

Provides full six lanes and shoulders on main line.

Reduces 6° curve (safe speed 58 mph) to 4° curve (69 mph).

Disadvantages of Original Plan

Requires elaborate detours on 99W while replacing structures.

Traffic will be disrupted during a two season construction period.

Requires slightly more right of way.

Costs about $5,000,000 more than Plan 2.

Advantages of Plan 2

Saves about $5,000,000 in interstate funds.

Less traffic disruption during construction.

No disruption of traffic on Barbur Blvd (99W).

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-3-76

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Disadvantages of Plan 2

Retains 6° curve (58 mph safe speed).

Requires reduced lateral clearances under the structures (3 1/2' left shoulders, 6' right shoulders).

The main problems with the existing interchange have been the northbound trucks on I-5 ending up with other traffic on both sides of them north of the Barbur on ramp. Both plans eliminate this by providing the special truck ramp which removes northbound I-5 trucks to the right onto the climbing lane.

The other problem with the existing interchange has been the forced off ramp southbound to Tigard. Indecision occurs where the main line is turning left and the Tigard ramp exits. Both plans would carry the third lane on to the south and eliminate this problem.

Plan 2 provides an adequate design for a much lower cost. There will be less disruption to traffic. It is recommended for construction.

DNS:az

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg, Road Design Engr.
Attention: D. H. Stoudenmeyer

DATE: May 3, 1976

File No. HWY 1

FROM: John Hanks
John Hanks
Project Analysis Manager

SUBJECT: North Tigard Interchange

An analysis has been conducted assuming two lanes each direction through the North Tigard Interchange. Figure I illustrates the interchange lane configuration. This design concept eliminates (or defers) the reconstruction of the Barbur Blvd. structures over I-5.

TRAFFIC DEVELOPMENT

Analysis of projected 1996 peak hour traffic was based on the CRAG Interim Transportation Plan. This plan assumes completion of I-205 and major transit systems. Proposed transit improvements in the I-5 corridor consist of Park & Ride stations at West Portland and Tigard with preferential bus lanes on Barbur Blvd. Approximately 25 percent of future work trips are assumed to use transit.

CAPACITY ANALYSIS

From a capacity standpoint two traffic lanes through the interchange can accomodate projected peak hour volumes at a C-D level of service. Based on the Interim Transportation Plan assumptions, approximately 3100 vph (1550 vph per lane) is projected for the two through lanes.

SAFETY FACTORS

Introducing a northbound lane drop, with only a 600 foot taper distance available beyond the truck lane exit, will add a potential safety hazard and increase the probability of accidents.

Several adverse factors approaching the northbound lane drop contribute to safety hazards. These factors consist of:

1. Speed differential (20-25 MPH) between cars and slow moving trucks.
2. A weave section between Haines Road Interchange and the Barbur Blvd. off-ramp.
3. Traffic from the Haines northbound on-ramp must make two lane changes to proceed through the North Tigard Interchange.

______ Olson ______
______ Swenson ______
______ Savage ______
______ Trout ______

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MAY 3 - 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep

81-125-1387

4. Cars pulling trailers will have traveled 40 miles of six lane freeway and will logically be in the lane that is dropped. These vehicles, especially tourists, are vulnerable to the surprise of a lane drop.

Effects to southbound traffic would basically remain unchanged. The lane drop at the 99W off-ramp would remain, although the length of the escape lane could be improved by relocating the off-ramp further to the north. Also, the undesireable 6 degree curve through the interchange would not be significantly improved.

BENEFITS OF PROPOSAL

The major benefit is constructing the truck lane at an earlier date than that required to reconstruct the interchange structures. The existing weave conflict between slow moving trucks and the 99W on-ramp traffic, north of the interchange, would be eliminated sooner.

SUMMARY

Limiting the interchange through movement to four lanes introduces potential safety hazards to northbound traffic with insignificant improvements for existing southbound conditions. Also, the North Tigard Interchange would be the only section of I-5 between Salem and Portland with less than six lanes.

The tradeoffs of this proposal appear to be probable increased accidents versus the savings of not reconstructing the interchange structures. From a safety viewpoint this design is not recommended. Therefore the design plan previously developed (Figure II) is recommended as the permanent solution.

JH:lp
Attachments

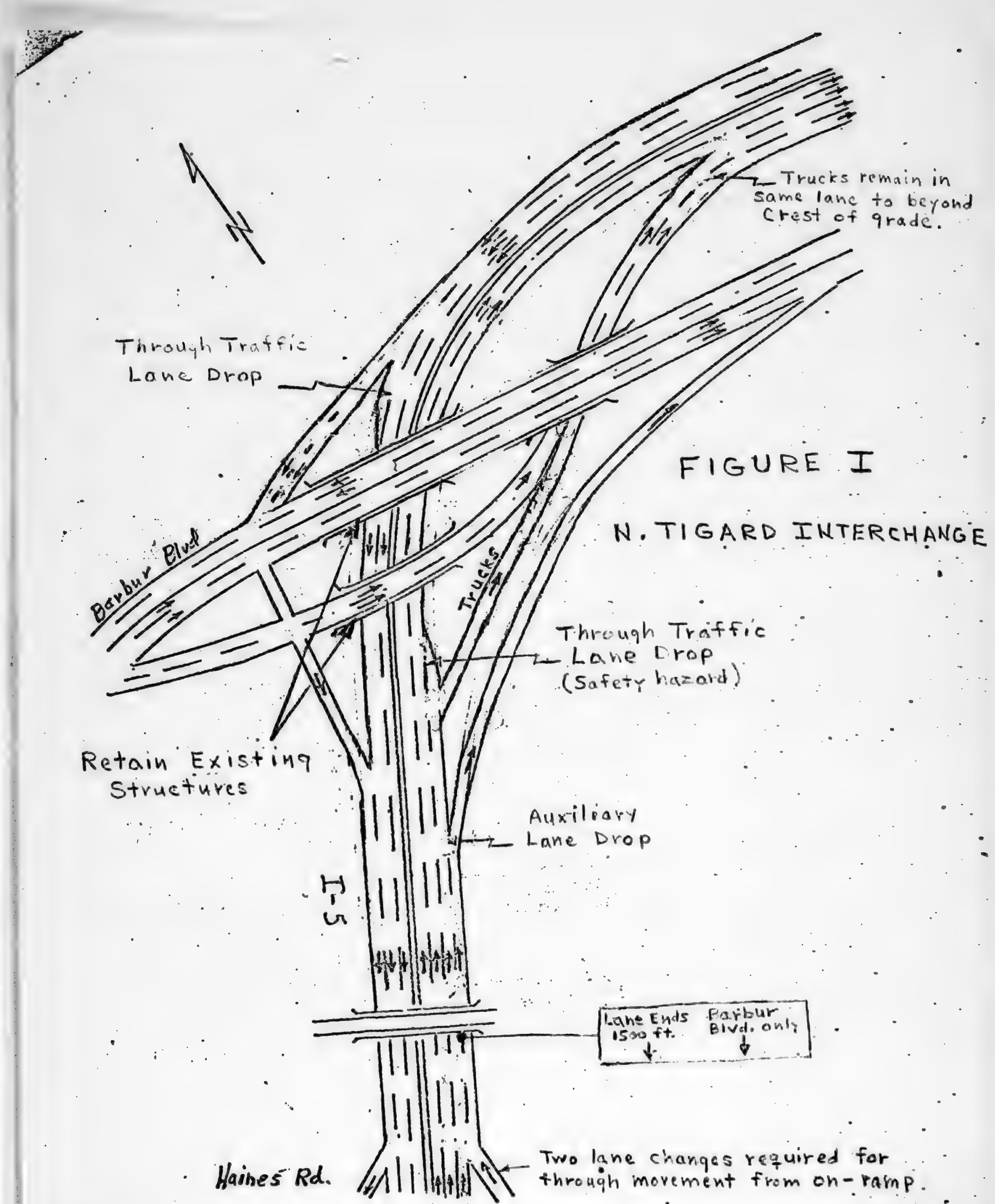

Trucks remain in same lane to beyond Crest of grade.
Through Traffic Lane Drop
Barbur Blvd
Trucks
Through Traffic Lane Drop (Safety hazard)
Retain Existing Structures
Auxileary Lane Drop
I-5
Lane Ends 1500 ft.
Barbur Blvd. only
Haines Rd.
Two lane changes required for through movement from on-ramp.

FIGURE I

N. TIGARD INTERCHANGE

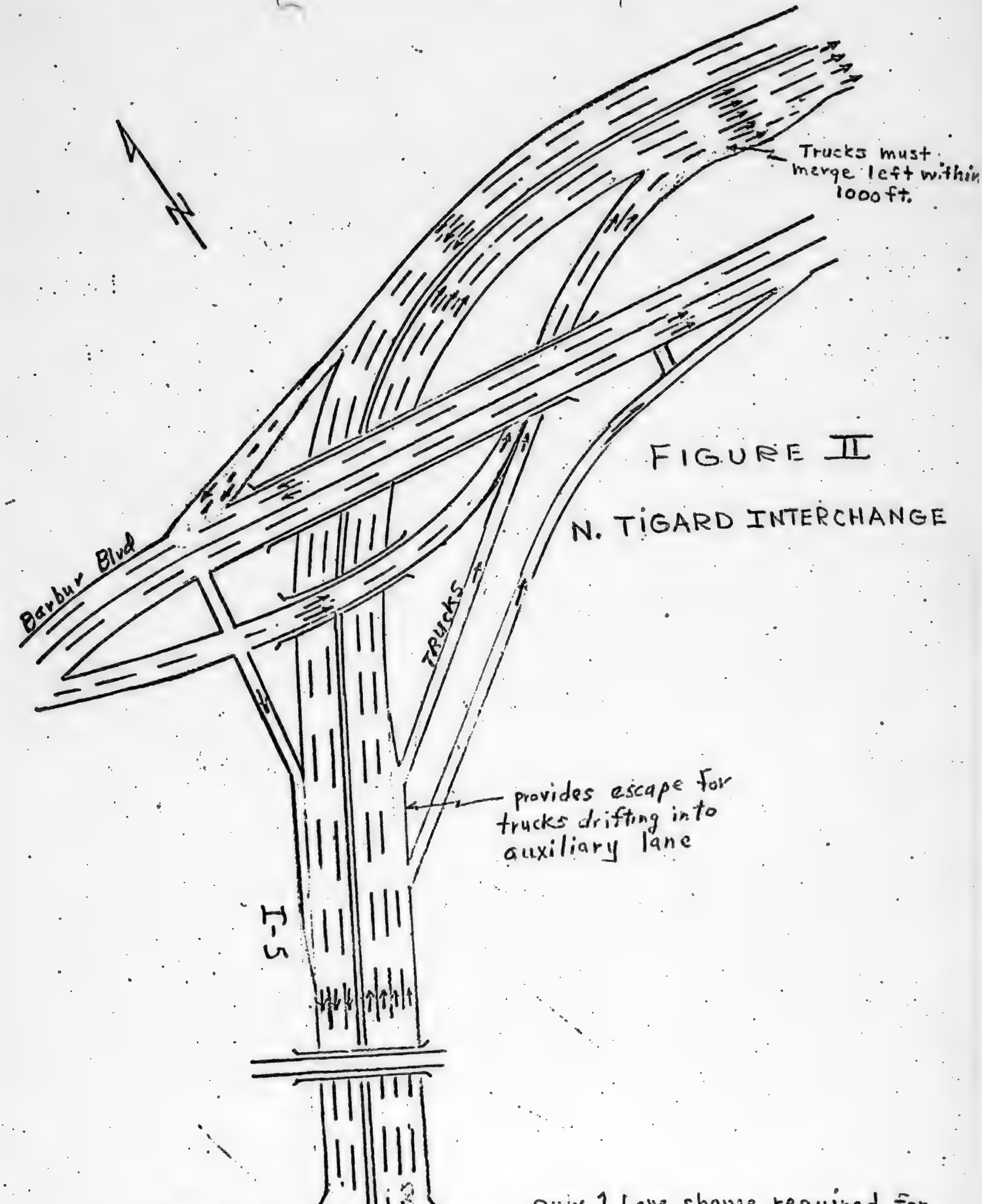


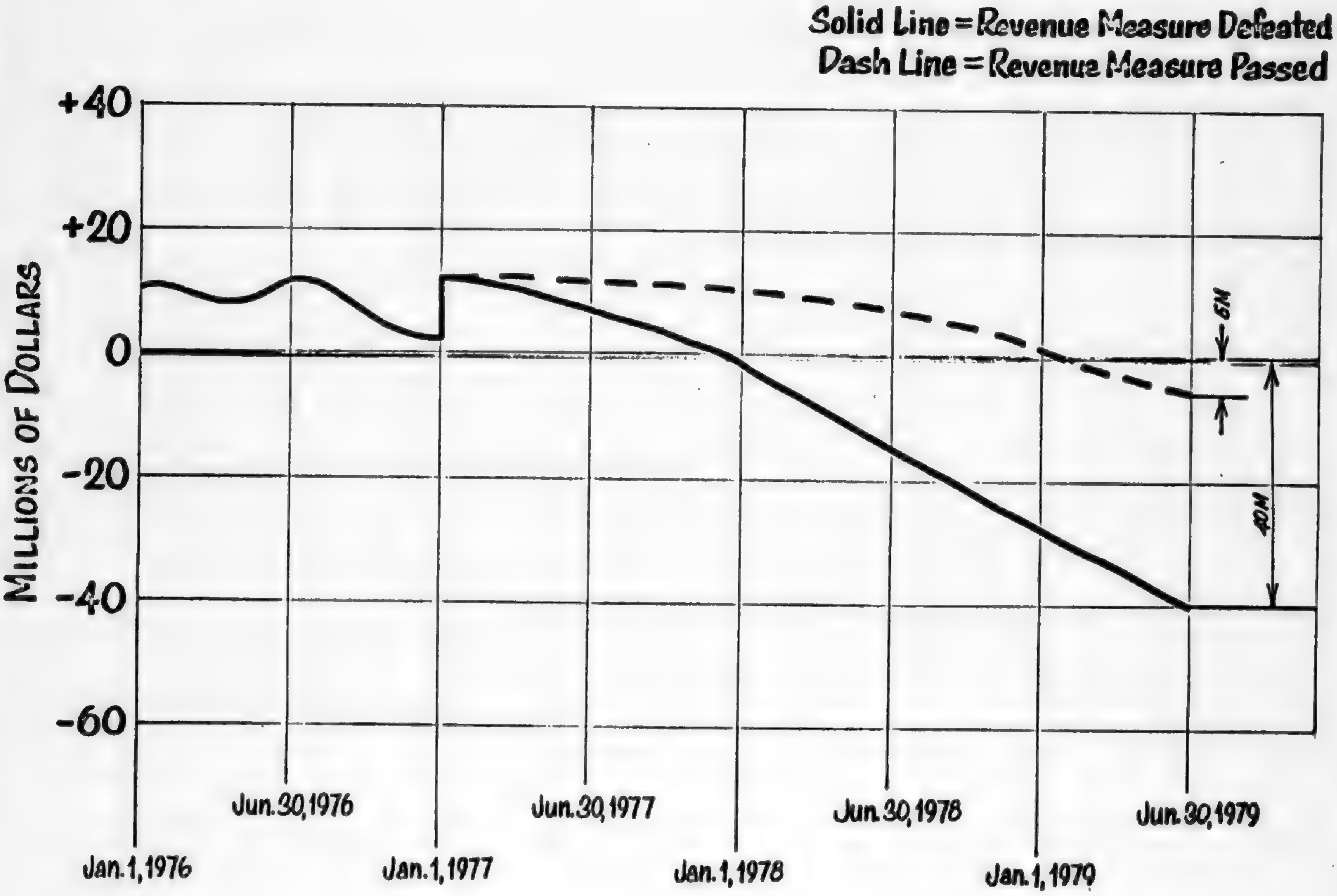
FIGURE II

N. TIGARD INTERCHANGE

N
Trucks must merge left within 1000 ft.
Barbur Blvd
TRUCKS
provides escape for trucks drifting into auxiliary lane
I-5
Haines Rd
Only 1 Lane change required for through movement from on-ramp

ANALYSIS
HIGHWAY DIVISION FUND BALANCE
JAN 1, 1976 TO JULY 1, 1979
ASSUMPTIONS

1. Full Federal Aid Program
2. Revised Budget of Jan. 1976
3. $10 million Bond Sale Jan 1, 1977
4. Revenue for period June 30, 1977–June 30, 1979 increased at 3.8% per year
5. Expenditures for period June 30, 1977–June 30, 1979 escalated at 7% per year



5-6-76

September 8, 1976

[illegible]

Mrs. David Leppla
13829 N. W. Springville Road
Portland, Oregon 97229

Dear Mrs. Leppla:

The concerns expressed by your August 20 letter are very real and the Highway Division is doing its best to respond to them.

The advancement of the North Tigard Interchange-South Tigard Interchange project to a public hearing has been a complicated process. For over five years, studies and investigations have been undertaken to comply with both State and Federal laws and regulations in an attempt to improve this section of highway, including the Haines and other interchanges, and still minimize the social, environmental and economic impact on the area.

A draft of the Environmental Impact Statement will be published by November 1, 1976, and a public hearing will be held in January 1977.

The delay of the project was caused not by any action of the State Highway Division, but by the necessity to comply with the regulations that protect the public from possible adverse effects resulting from highway construction.

We regret any inconvenience the delay of the project has caused you and hope that holding of the hearing in January 1977 will put an end to your highway-related problem. Certainly the day the reconstruction of this section of highway is completed will be a memorable one for many of us. We believe it is one of the most important projects remaining to be finished.

Very truly yours,

Robert A. Burco
Director of Transportation

FET:GCW:mc HSC:ia fn
F. B. Klaboe
Scott Coulter
bc L. W. Rulien
Frank E. Terpin
Gary Potter
R. N. Bothman
E. L. Hardt

Friday August 20,1976

Mr. Robert Burco, Director
Department of Transportation
Salem, Oregon

Re: Haines Road Overpass
Address: 6429 S. W. Douglas Dr.
Portland, Oregon 97229

The above house is now being rented, and has been for the past 5 years. We applied for a hardship case so the State of oregon could take the house and ever since then you people set hearings dates but every 3 months or so you change them, this has been going on for almost 5 years.

You take people off one project and put them on a more important project, who decides which project is more important than another? Aren't they all important espically the ones that have been pending the longest, sometimes the most important to the prople, all projects are equally important and should be done as they come up not when some one decides one is more important than another.

My husband is the sole support of our family of 2 adults and 3 children, he brings home $120.00 a week which is hard even now to live on. I know you hear sob stories like this all the time. All I am asking is that you set a hearing date and keep to that date. I would appreciate a personal reply as to a definate date for the hearing.

The haines road overpass is the only part of the Salem freeway that is not finished and I don't see why it is not one of the most important projects to be finished.

Please again send us a personal reply as to the date of the hearing.

Sincerely,
Mrs. David Leppla
13839 N. W. Springville Rd.
Portland, Oregon 97229

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO Hunter
FOR

RECEIVED
DOT OPERATIONS
AUG 23 '76
REFER TO Coulter
FOR

Review draft

RECEIVED
AUG 23 1976
OFFICE
DIRECTOR of TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

1-S

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 13, 1976

In reply refer to: 1041A

SUBJECT: Oregon Project I-5-5(-)293
N. Tigard Int. - S. Tigard Int.
Preliminary Interchange Design

FROM : G. L. Green, Division Administrator

TO : H. S. Coulter, State Highway Engineer
Salem, Oregon

The preliminary layout sheet for the N. Tigard Interchange and the other information supporting the cut down version, Plan 2, submitted with Mr. Versteeg's June 15 letter has been reviewed. Considering the present 55 mph speed limit, reduced traffic disruption during construction, reduced environmental impact and overall savings in construction costs maintaining the present horizontal alignment through the area is a highly attractive alternative. Since the lateral clearances through the interchange under this alternative would be less than the present minimum Interstate standards, we are requesting concurrence by other FHWA offices.

In the meantime, you may proceed with any necessary project development activities incorporating this new design alternative.

for G. L. Green

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
Versteeg
laa
FOR
Inf Inve R:D D/R Sign Act File

REFERRED TO
Beard Reed
Cole ✓ Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

cy Rubin
8-18-76

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 16, 1976

FILE:

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: A. D. OLSON
Preliminary Design Engineer

SUBJECT: COMMENTS
N. Tigard Interchange
Pacific Highway
Multnomah County

The south bound off ramp from I-5 to Oregon 99W, Barbur Boulevard, has been a source of difficulty to motorists for several years. Part of that problem was the fact that we had a lane drop situation. There has in the past been many changes in the signing and striping and, at present, the condition is reasonably stable. The volumes exiting at this point are extremely high during peak hours and are projected to remain the same. It would appear that the preliminary plans shows a two lane off ramp condition, but whether this is a two lane or one lane off ramp, my concern is the same. This is the super elevation on the main line in reference to that which will be on that off ramp portion of the highway. It would appear that the gore point to the off ramp should be extended to a point at the beginning of the curvature so that proper super elevation can be maintained on the six degree curve on the highway and not affect the grade or super elevation on the off ramp portion. The Traffic Section should take a look at how this ramp can effectively be signed because of its high volume and critical nature.

The north bound ramp from Barbur Boulevard to I-5 is shown two lanes through the 64th Avenue traffic signal and then narrowing to one lane as it reaches the heavy truck bypass lane. This does offer a fairly short merge from two to one lane for this traffic. The plan does not show how far the additional lane extends to the north up the grade. I would hope that it was extended over the crest of the grade near Capitol Highway. — already constructed

Otherwise, I feel that the plan is functional

RWF/gw

Gore ~~Nose~~ pulled back as far as possible without [illegible] construction

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 17 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

FORM 81-734-3030

5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
February 24, 1976
Salem, OR 97310

FILE:

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT:

TO: L. E. George
Traffic Engineer

We have received and reviewed your safety analysis on North Tigard-South Tigard and would like to take this opportunity to express our appreciation for this and other recent reports. They have contained all the information requested and were written in a clear, concise manner making our job of integrating the information into the EIS easier.

GAP:ss

cc: R. L. Schroeder ✓

NOTED
R. L. SCHROEDER

RECEIVED
FEB 25 1976
Office of
Assistant State Highway Engineer

Rec. Hwy.

North Tigard – So. Tigard Inter. I-5

Prefix 626-1973

NOTED
J. M. CARTWRIGHT

Jack Cartwright.

This is Multnomah County Sewer proposal at the Haines Road conection on I-5. These line are not shown on our detail maps, and I think maybe they should be. The line marked in blue hase been installed since they sent the map. It appears it may have to change some to conform to latest plan. Will you see that Location ~~or~~ design gets this information Ted. I.

XC: Bill Sample 1-12-76

This [illegible] just in want of detail map and placed [illegible] job. 1-19-76

#1

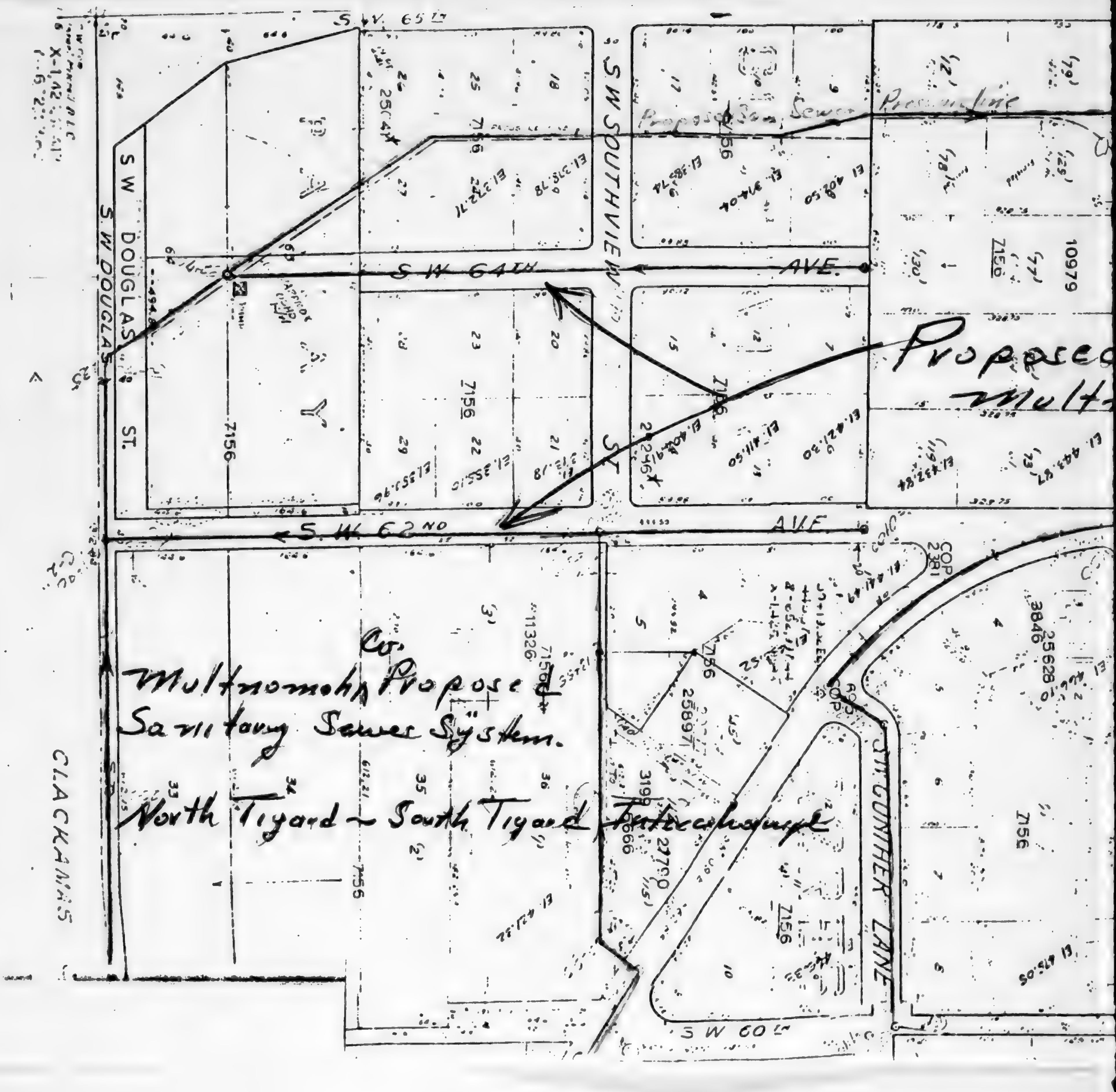
Probably should note conflicts on hearing data. Not [illegible] as of 1/19/76

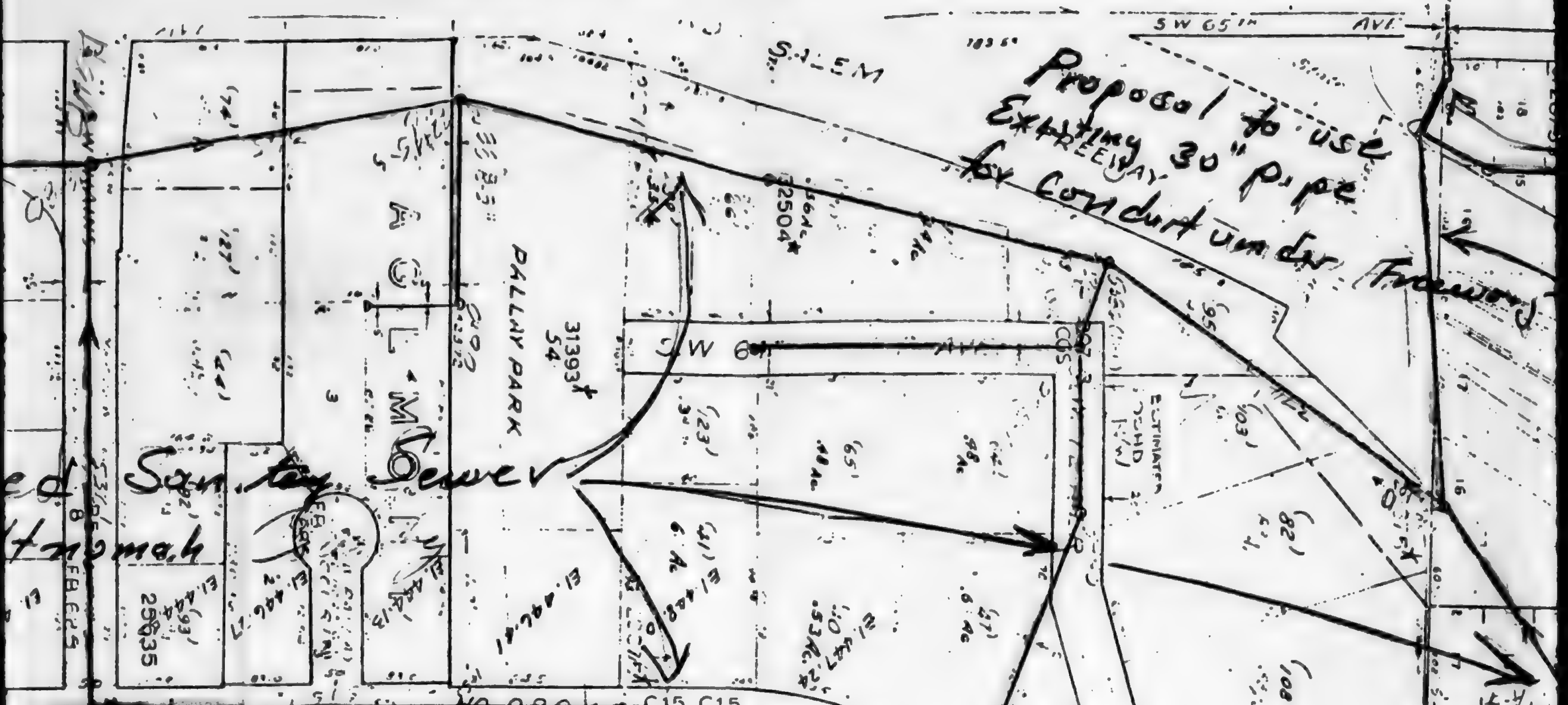
E[illegible] "Blue line" [illegible] go on detail map a[illegible]

RECEIVED
JAN 14 1976
ROAD
DESIGN
SECTION

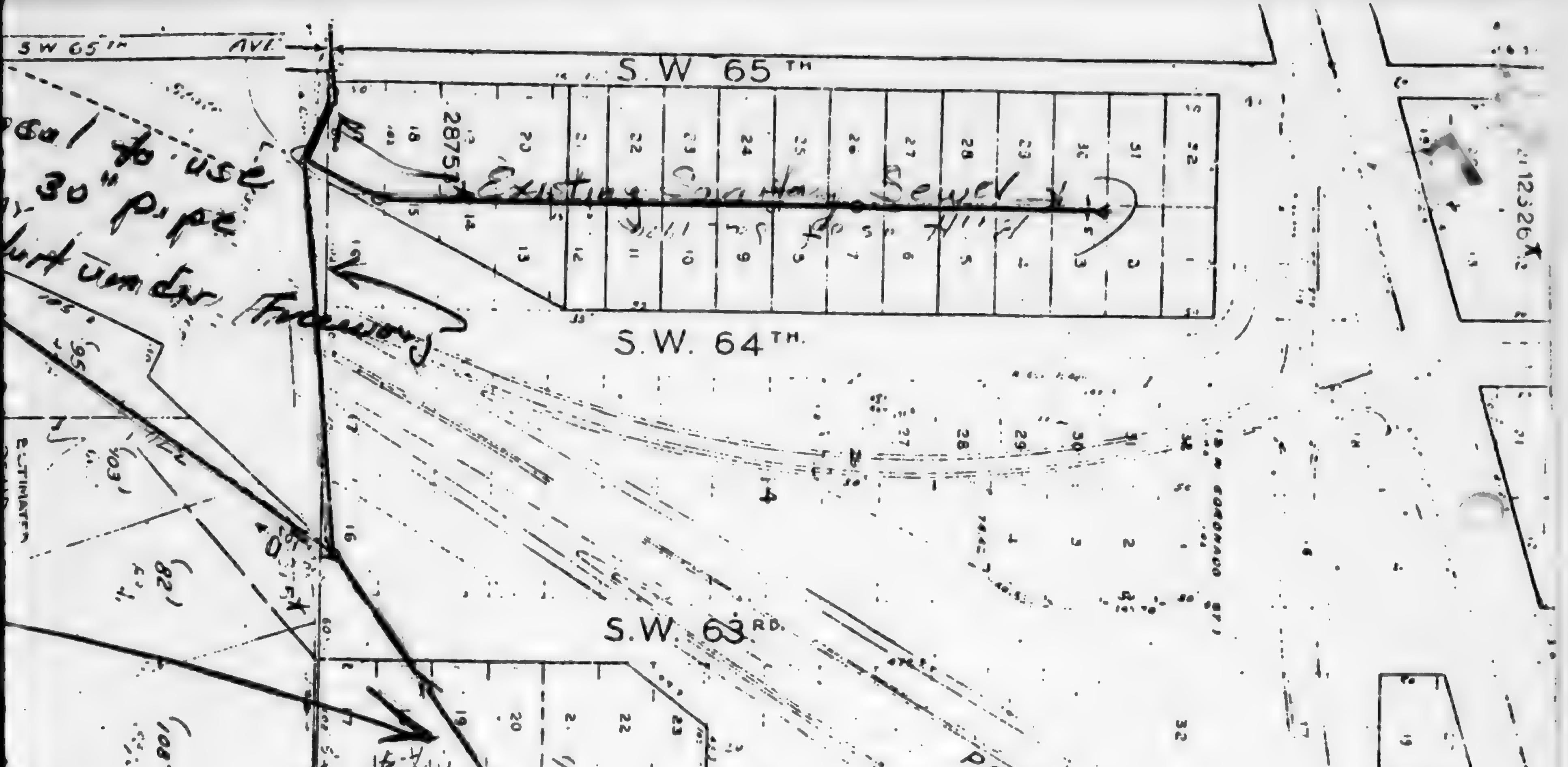
Vossfeld
Olson
Tarpin
Scott
Swenson
Anderson
Trout

Required Reply ☒
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other


S.W. 65th
SW SOUTHVIEW ST
Proposed San. Sewer Pressure line
SW DOUGLAS ST.
S.W. DOUGLAS
S.W. 64th AVE.
S.W. 62nd AVE.
Proposed Mult-
CLACKAMAS
SW GUNTHER LANE
SW 60th
7156
10979
11326
25628
25897
3846
3196
2790
Multnomah Co. Proposed Sanitary Sewer System.
North Tigard ~ South Tigard Interchange



Proposal to use Existing 30" pipe for Conduit under Freeway
ed Sanitary Sewer
ltnomah
SALEM
FREEWAY
SW 65TH AVE
PALLAY PARK
31393
54
2504
SW 6
AVE
COS
ESTIMATED
25635
10.989
C15
C15
6
6A
22746
9042
8593
10190
7790
28517
48'
0.50AC.
150'
0.58AC.
WAY
SW LESSER ROAD
22477
8316
23
AVE


SW 65TH AVE
S.W. 65TH
S.W. 64TH
S.W. 63RD
S.W. 62
S.W. 61 ST.
PORTLAND-SALEM
SW LESSER ROAD
WAY
28751
12526
8316
322
ESTIMATED LOCATION
CORONADO
osal to use
30" pipe
lvert under Freeway
Existing Sanitary Sewer

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
GSH
FOR
Info Inves R/D D/R Sign Act File

1060-K
755.5

July 28, 1975

The Honorable Pat Whiting
State Representative
8122 S. W. Spruce Street
Tigard, Oregon 97223

Dear Pat:

This is in reply to your recent inquiry concerning our proposed development of Interstate 5 between the North Tigard and South Tigard Interchanges. We appreciate your interest on behalf of the citizens of this area and wish to thank you for your continued support of the Oregon Transportation Department.

This particular project is presently undergoing initial environmental analysis which will culminate in a comprehensive environmental impact statement. Our study will most certainly include an investigation of the affects upon regional and local traffic patterns created by closure of the Haines Road Interchange. Additionally, we anticipate forming a Citizens Advisory Committee composed of interested residents within the project area, from which to obtain opinions on our proposals. These committees, set-up under Oregon Action Plan guidelines, are viewed by the Department as a very important ingredient in the overall transportation planning process.

It is our present policy to maintain as much of the natural features of a project's environment as practical. In the South Tigard Interchange area, it is unfortunate that the removal of some of the dense stands of trees and shrubs was necessary. But I can assure you that every effort will be made to retain as many trees as possible along this section of Interstate 5.

Again, thank you for your interest.

Sincerely,

NOTED
F. B. KLABOE

George M. Baldwin
Director of Transportation

GW:ss mh

bc F. B. Klaboe ✓
Ralph Sipprell

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE STREET
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

COMMITTEES
1975 SESSION:
CO-CHAIRMAN:
ENVIRONMENT/ENERGY
MEMBER:
EDUCATION/SCHOOL FINANCE

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

July 14, 1975

George Baldwin
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear George,

I wish to extend sincere thanks to you and the Department of Transportation for the extensive work that you are doing in behalf of Oregon transportation needs. Through other coordinative directives, we are developing, locally and at the state level, consumer awareness of agency activities as they relate to a given community.

RECEIVED
STATE HWY ENGR
JUL 15 '75
REFER TO
Schroeder
FOR
Info Inves [✓ R/D] D/R Sign Act File

I would like to draw your attention to an area of I-5 now under construction. Specifically the Tigard- I-5 interchanges south of Portland. As you know, we have two excellent off and on ramps into Highway 217 from I-5 and into Barbur Boulevard-99E off of I-5. These major interchanges afford our area extensive access.

However, between these two major interchanges is located the Haines Road overcrossing. As you know, on both sides of I-5, east and west, there are private owned homes, many belonging to middle and low income families. Also, there are extensively covered, small beautiful groves of trees which afford the necessary aesthetic and natural setting close to urban areas. The Haines Road entrance and exit off of I-5 are quite dangerous. I am concerned that the Highway Department has not looked into the possibility of closing this interchange.

I am requesting that the Department of Transportation develop an impact statement and solicit the feelings of each homeowner in the area. Also, I would like an impact statement developed regarding the Highway Department's plans for retaining groves of trees along the freeway in this area.

Respectfully yours,

Pat Whiting

Pat Whiting

PW:bh

RECEIVED
JUL 15 1975
OFFICE
DIRECTOR of TRANSPORTATION

RECEIVED
JUL 18 1975
ENVIRONMENTAL SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 29, 1975

FILE: ~~PRO 4-3~~

George M. H[illegible]

FROM: for L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
N. Tigard Intchge.-S. Tigard Intchge.
Pacific Highway
Washington, Multnomah, and
Clackamas Counties

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 2 project of major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2c : H. E. Woodward

5-30-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

J H Versteeg for
5.28.75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 27, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon I-5-5(-)293
N. Tigard Int.-S. Tigard Int.
Pacific Highway
Washington, Multnomah, and Clackamas Counties
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 28 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

The subject project assessment submitted with Mr. Rulien's May 13 letter has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cy w/

cc:
OSHD (Potter)
OSHD (Laux)

5-28-75
ORIGINAL TO
L. W. Rulien
to handle.

RECEIVED
MAY 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1/21 [illegible]

I called Bob Rogers and explained to him the work done on I-5 under the Tualatin R. - Pacific Highway Contract. (The work involved about 1 1/2 miles of six lanes - see attached typical section)

Explained to Bob that that $2,000,000 was pretty much a guess - he seemed to be satisfied with this

Swede

HW

Form E 506

I-5

Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Costs to 6 lane I-5 Salem - Portland

Made by , 19 Checked by , 19 Backchecked by , 19

S Tigard E Port Fwy	13,300,000
E Port - Wilsonville	3,800,000
Wilsonville - Hubbard	4,450,000
Hubbard Interchange	3,600 000
Hubbard - Woodburn	10,000,000
Woodburn - Hayesville	20,340,000
Tualatin Riv - Parkway	2,000,000
	57,490,000
Roadside Imp Illum Fst Rm Etc	880,000
	58,370,000
+10%	5,630,000
	64,000,000

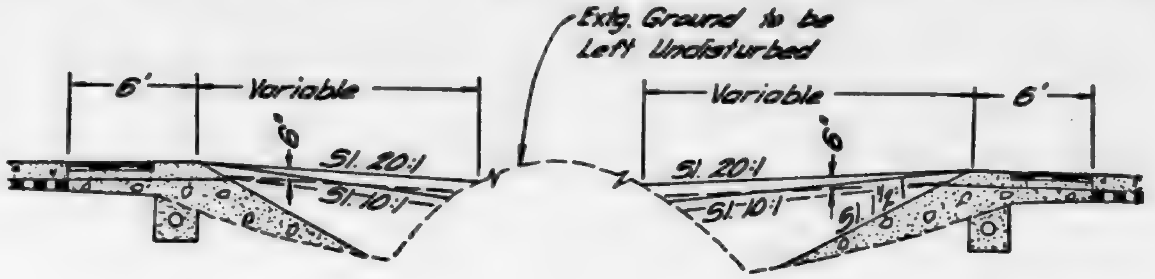
To date
1976 N Tigard - S Tigard 17,000.000

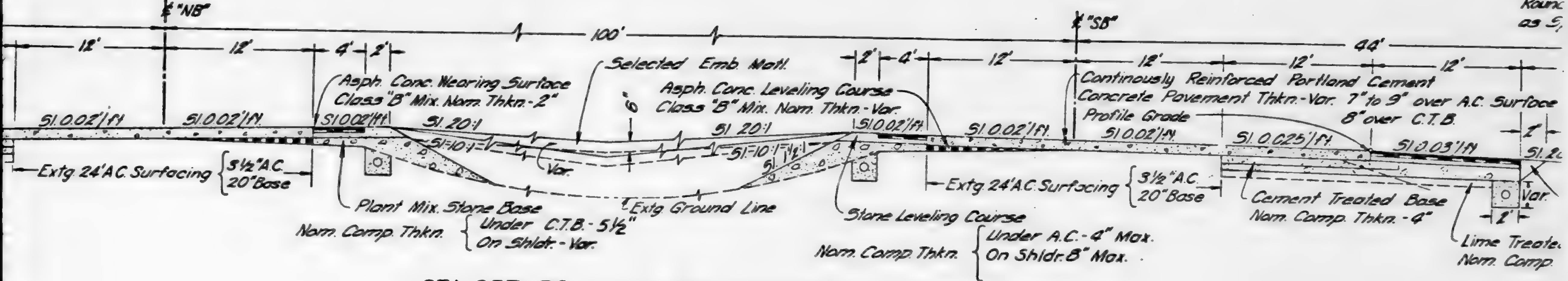
Copy to Roger 11-8-74

8271

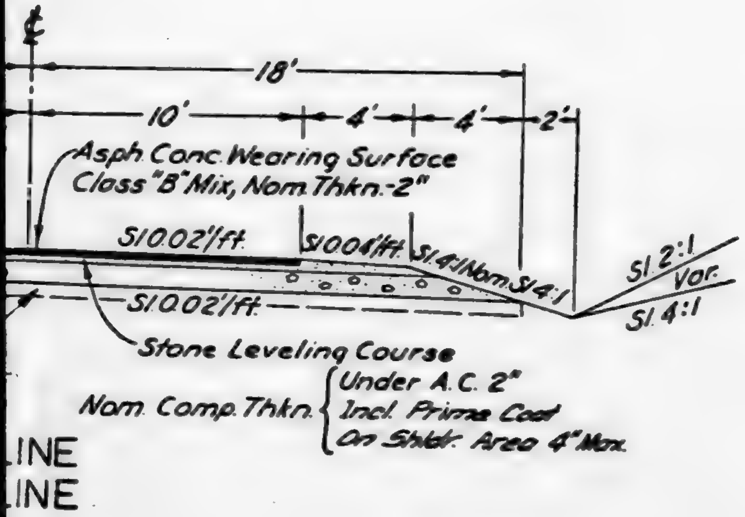
TYPICAL SECTIONS CONT'D.

TUALATIN RIVER-PACIFIC HI EAST PORTLAND FREEW CLACKAMAS & WASHINGTON		
FED. ROAD Div. No.	STATE	P
8	OREGON	I-205

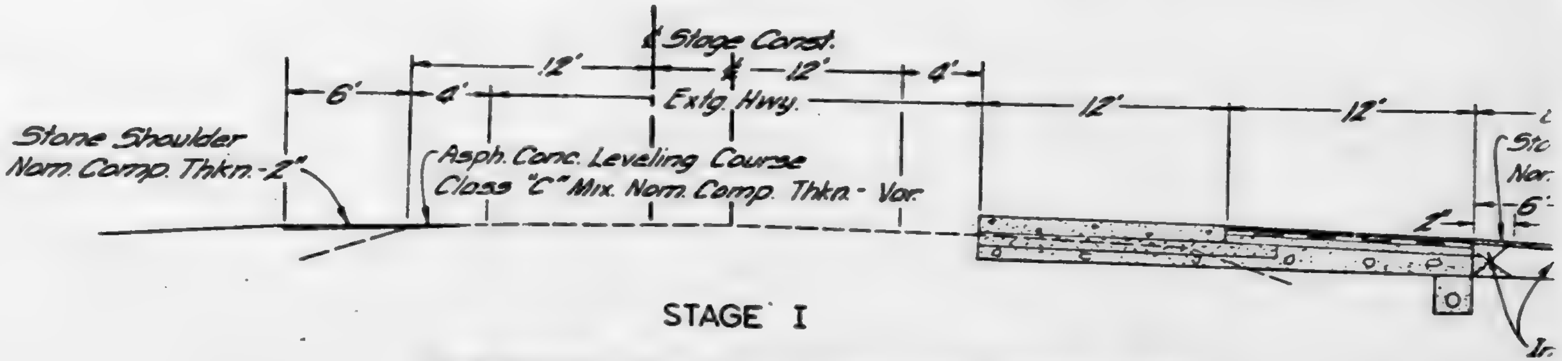

Extg. Ground to be Left Undisturbed
6'
Variable
6"
Sl. 20:1
Sl. 10:1
Sl. 1½:1


℄ "NB"
℄ "SB"
12'
100'
44'
4'
2'
Sl. 0.02'/ft.
Sl. 0.025'/ft.
Sl. 0.03'/ft.
Sl. 20:1
Sl. 10:1
Sl. 1½:1
6"
Var.
Asph. Conc. Wearing Surface Class "B" Mix. Nom. Thkn.-2"
Selected Emb. Matl.
Asph. Conc. Leveling Course Class "B" Mix. Nom. Thkn.-Var.
Continously Reinforced Portland Cement Concrete Pavement Thkn.-Var. 7" to 9" over A.C. Surface 8" over C.T.B.
Profile Grade
Extg. 24' A.C. Surfacing {3½" A.C. 20" Base
Plant Mix Stone Base
Nom. Comp. Thkn. {Under C.T.B.-5½" On Shldr.-Var.
Extg. Ground Line
Stone Leveling Course
Nom. Comp. Thkn. {Under A.C.-4" Max. On Shldr. 8" Max.
Cement Treated Base Nom. Comp. Thkn.-4"
Lime Treate
Nom. Comp.
Rounc
as S

STA. 257+50 to STA. 339+00 (Pacific Highway)

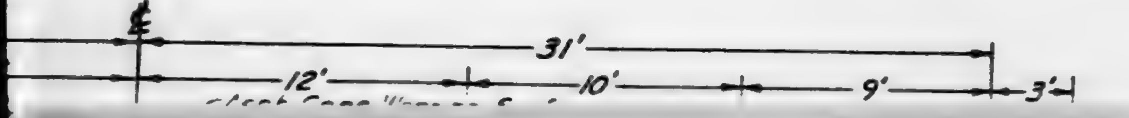

℄
18'
10'
4'
2'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thkn.-2"
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 4:1 Nom. Sl. 4:1
Sl. 2:1
Var.
Sl. 4:1
Stone Leveling Course
Nom. Comp. Thkn. {Under A.C. 2" Incl. Prime Coat On Shldr. Area 4" Max.
LINE
LINE

STAGE CONSTRUCTION (PACIFIC HIGHWAY)

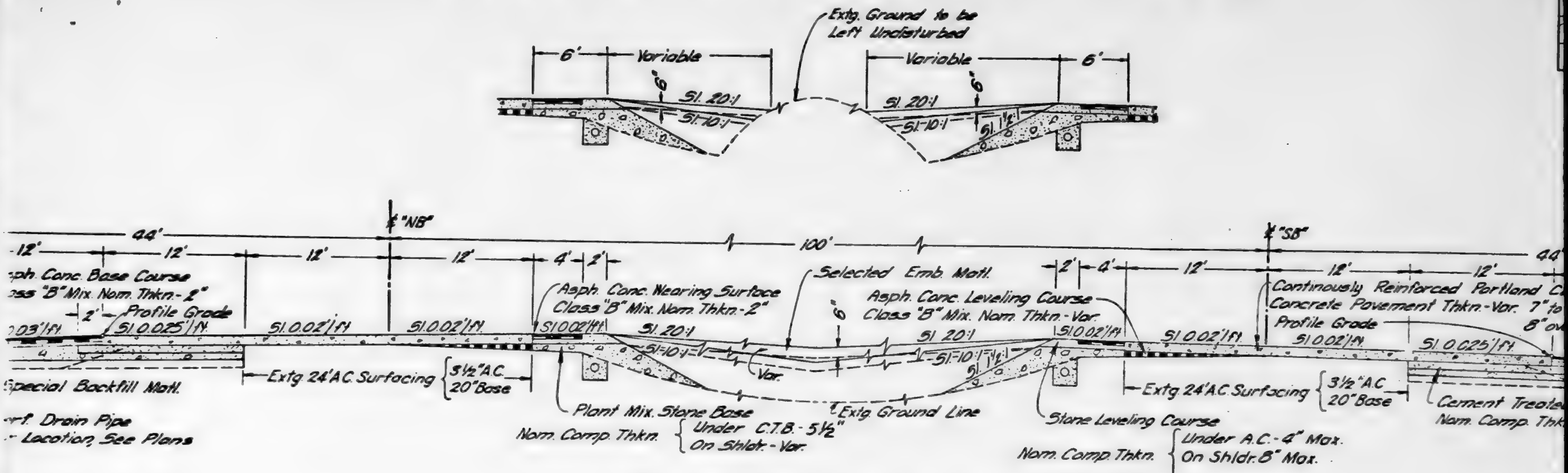

℄ Stage Const.
℄ Extg. Hwy.
6'
4'
12'
2'
5'
Stone Shoulder Nom. Comp. Thkn.-2"
Asph. Conc. Leveling Course Class "C" Mix. Nom. Comp. Thkn.-Var.
Sto
Nor
Ir

STAGE I

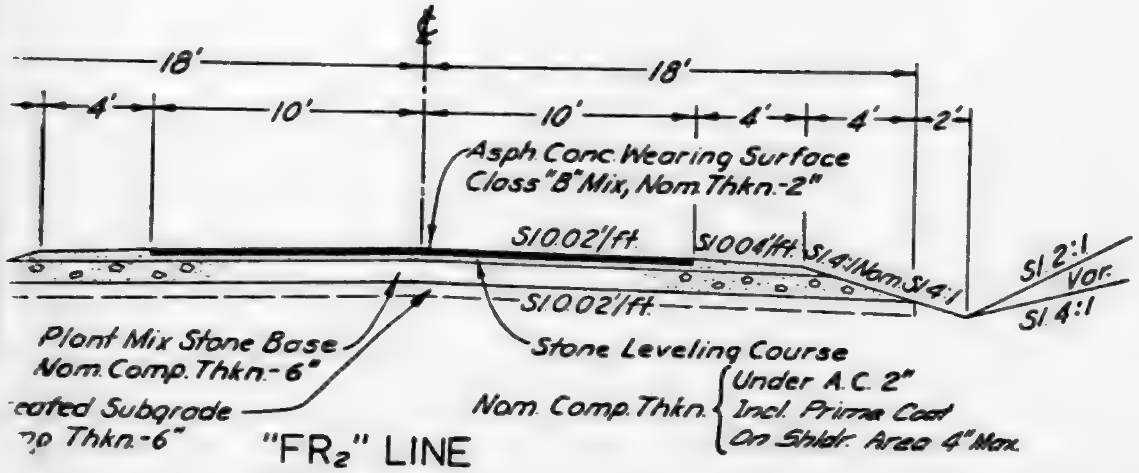
For Surfacing Details Not Shown, See Section Above.



TYPICAL SECTIONS CONT'D.

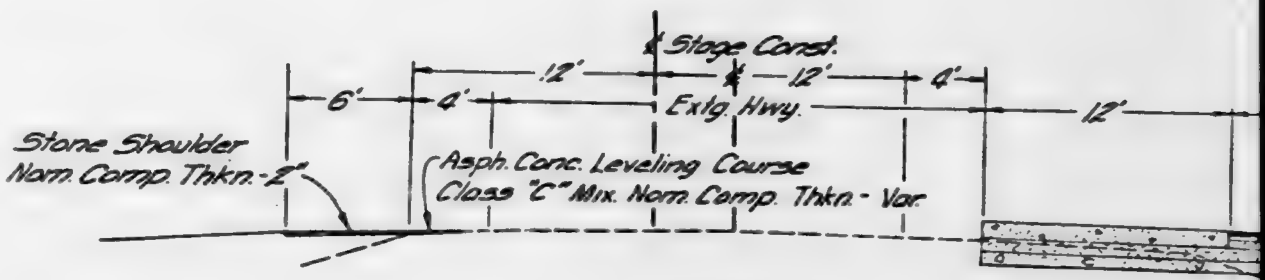

Extg. Ground to be Left Undisturbed
6'
Variable
6"
Sl. 20:1
Sl. 10:1
Sl. 1½:1
44'
12'
℄ "NB"
100'
℄ "SB"
4'
2'
ph. Conc. Base Course
ss "B" Mix. Nom. Thkn. - 2"
Profile Grade
.03'/ft.
Sl. 0.025'/ft.
Sl. 0.02'/ft.
Asph. Conc. Wearing Surface Class "B" Mix. Nom. Thkn. - 2"
Selected Emb. Matl.
Asph. Conc. Leveling Course Class "B" Mix. Nom. Thkn. - Var.
Continuously Reinforced Portland C
Concrete Pavement Thkn. - Var. 7" to
8" ov
Var.
Extg. 24' A.C. Surfacing
3½" A.C.
20" Base
Special Backfill Matl.
rf. Drain Pipe
r Location See Plans
Plant Mix. Stone Base
Nom. Comp. Thkn.
Under C.T.B. - 5½"
On Shldr. - Var.
Extg. Ground Line
Stone Leveling Course
Under A.C. - 4" Max.
On Shldr. 8" Max.
Cement Treate
Nom. Comp. Thk

STA. 257+50 to STA. 339+00 (Pacific Highway)


℄
18'
4'
10'
2'
Asph Conc Wearing Surface Class "B" Mix, Nom Thkn. - 2"
Sl 0.02'/ft.
Sl 0.04'/ft.
Sl. 4:1 Nom.
Sl. 4:1
Sl. 2:1
Var.
Plant Mix Stone Base Nom. Comp. Thkn. - 6"
Stone Leveling Course
Nom. Comp. Thkn.
Under A.C. 2"
Incl. Prime Coat
On Shldr. Area 4" Max.
eated Subgrade
p Thkn. - 6"

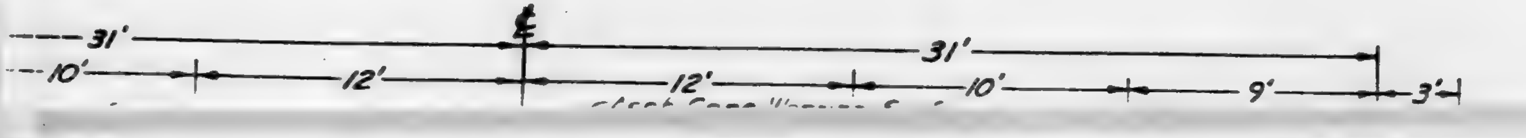
"FR₂" LINE
"FR₃" LINE

STAGE CONSTRUCTION (PACIFIC HIG


℄ Stage Const.
℄ Extg. Hwy.
6'
4'
12'
Stone Shoulder Nom. Comp. Thkn. - 2"
Asph. Conc. Leveling Course Class "C" Mix. Nom. Comp. Thkn. - Var.

STAGE I

For Surfacing Details Not Shown, See Section Above.



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 18, 1974

FILE: LOC 17-6
# 626-1973

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: MEMO TO THE FILE

SUBJECT: PUBLIC MEETING

S. Tigard Interchange -
Capitol Highway Section
Pacific Highway I-5
Prefix 626-1973

Last evening Rob Cameron, Bob Ewen, Gary Waltenbaugh and I visited with a group of eleven residents of the Southwood Park area south of Haines Road and east of I-5. This was a get acquainted session called to show plans being considered for improvement of the Capitol Highway - S. Tigard Interchange Section of I-5 and to learn the concerns and problems of the residents. A list of those present is attached.

Newell Wagner, with whom I had arranged this meeting, has been in contact with the Highway Division regarding highway noise and intrusion of "hippies and undesirables" into the neighborhood as a result of tree removal from the freeway right-of-way. Mr. Wagner assembled the group, all of them living immediately adjacent to the freeway or on the opposite side of 64th Avenue. Wagner's motives were quite clear-cut. He feels that any alteration to the present freeway will move traffic closer to the neighborhood, result in more tree removal and thus will add to the present levels of noise and air pollution and make it easier for undesirables to climb the fence and invade the area. Although he lives on the eastside of the street more than a block away, his concern is that these changes will lower property values generally, thus affecting value of his property. Considering the distance between the freeway and the Wagner home, direct effect of any freeway project being considered seems rather minimal although the psycological effects might be considered.

These people whose property abuts the freeway are understandably concerned about the removal of trees between the right-of-way line and the freeway itself. This clearing was done several months ago in the area of the taper where the 6-lane widening project from the south makes the transition to the existing 4-lane. Any alteration like this which has such a dramatic effect on the vista from the residents backyards is sure to generate a lot of concern.

NOTED
R. L. SCHRO

RECEIVED
OCT 23 1974
Office of
Assistant State Highway Engineer

1 Varsteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
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RECEIVED
OCT 23 1974
ROAD
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Other

This obvious impact has set in motion a number of other worries that may or may not be valid. Noise, air pollution and traffic circulation were all discussed rather emotionally, and it seems unlikely that any clear, solid facts would alter very much the emotions that these problems have brought out; still, it was explained that air and noise studies are being pursued in connection with the other environmental work.

A major question was raised and Rob Cameron will be doing some research to resolve it. This is the contention that an area of the right-of-way west of 64th Avenue residence was given to the State by Clackamas County in violation of a provision in the owners deeds. Whatever the validity of this question, we have agreed to check it out and advise the group of our findings, and it would seem prudent to also make field ties to property corners and existing fences.

An experimental wooden fence installed as a sound barrier seems to be less effective than had been hoped, and Mr. Wagner was advised in a letter dated September 20, 1974, that work will continue in this investigation to develop a fence which will provide better noise control.

JR/b
cc: Hal Versteeg
Bob Ewen
Gary Potter
Gary Sund
M. D. Payne

Bob Ewen	Oregon State Highway Division	
Rob Cameron	Oregon State Highway Division	
Gary Waltenbaugh	Oregon State Highway Division	
Jon Rose	Oregon State Highway Division	
Newell Wagner	12950 S.W. 63rd	639-0908
Norman & Marian Peters	13016 SW 64th	639-9429
Mary Peterson	12965 SW 64th	639-1786
Helen Johnson	12956 SW 64th	639-4225
Elauise Reaves	13139 SW 64th	639-4209
Nancy Gibbons	13015 SW 64th	639-6219
Ilene Pease	13029 SW 64th	639-2943
Mr. & Mrs. S. J. Winn	13155 SW 64th	639-9369
Michael J. Kroll	13030 SW 64th	639-9493

FORM F-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE September 30, 1974

TO J. H. Versteeg
Road Design Engineer

FROM Gary A. Potter, Manager ORIGINAL SIGNED BY GARY A. POTTER
Environmental Section

NOTED
E. S. HUNTER

SUBJECT S. Tigard Interchange-Capitol Highway Section

The Environmental Section has begun active preparation of a draft EIS for the subject project. John Hanks, working with CRAG, is preparing a special sub-area analysis to generate up-to-date traffic counts and predictions. In order for us to move ahead on a timely schedule we request the following from your section:

1. Design alternatives, including right-of-way, cut and fill, ect., for the Haines Road Interchange, i.e., the interchange as it is today, the new proposed design, and an alternative with the interchange removed completely, and new access to the residential areas adjacent and south of I-5 (Southwood Park, etc.) provided--possibly from the North Tigard Interchange.

2. Required design changes to the existing facility (I-5) and the proposed new design to permit future conversion to mass transit or exclusive bus lanes.

3. A precise definition of the northern terminus of the project (station number) in light of the proposed reconstruction project from Marquam Bridge to Capitol Highway, and the safety project from Capitol Highway to Spring Garden Street.

4. The stage construction plans that have been developed assuming the concurrent or near concurrent construction of the West Portland Park and Ride Station.

5. Design plan for the 72nd Avenue ramps on to and off of Highway 217.

It would be appreciated if we could receive this information as soon as possible, but no later than November 1.

RECEIVED
OCT 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GAP:NA:cb

cc: R. L. Schroeder
E. S. Hunter ✓
Gary Waltenbaugh
Newt Andrus
George Ramjoue'
Ed Hardt
John Hanks

STATE OF OREGON INTEROFFICE MEMO

Department of Transportation

TO: R. L. Schroeder
Assistant State Highway Engineer

DATE: August 1, 1974

FROM: John Hanks
John Hanks
Project Analysis Supervisor

SUBJECT: Progress Report
I-5 EIS Traffic Analysis
Capitol Highway - South Tigard Section

Approximately five weeks have elapsed since our last progress report for the subject project. It seems appropriate to review the progress to date as well as projected work items to be accomplished. A copy of the work program is attached for reference.

CRAG and the local governmental agencies completed the 1990 forecast of population and employment on July 26, 1974. This work item was two weeks behind schedule. The only foreseeable area where the two weeks can be recovered is in the traffic assignment and evaluation phase.

Growth factors are being calculated, by zone, to develop 1990 trip ends. This data will be used to create a 1990 trip table for assignment to alternate test systems.

Two specific items require prompt attention to avoid potential delays if they are put off to a later date.

1. Resolve the number and combination of network alternatives requiring traffic assignment and evaluation for the Environmental Impact Statements.

2. Resolve the transit options to be considered for the study area.

Item 1 should be developed by the Environmental Section and Planning. CRAG has requested we inform them of the alternatives to be studied.

Item 2 will require a coordinated effort between Environment, Planning, CRAG and Tri-Met. A meeting of appropriate personnel from these agencies will be necessary to arrive at a consensus agreement regarding transit options. We do not intend to run transit modal split programs due to the considerable additional time required and the minor effect on vehicle trips resulting from transit assumptions. Therefore, a concurrence in an adjustment procedure to reflect shifts in trip making due to transit considerations is desirable. A similar procedure was used in conjunction with the West Portland Park and Ride Study.

Mr. Tom Vanderzanden of CRAG telephoned today requesting the following information regarding the study.

NOTED
R. L. SCHROEDER

RECEIVED
AUG 2 1974
Office of
Assistant State Highway Engineer

81-125-1387

1. A listing of projects.
2. Status of each project prior to decision to conduct a study.
3. Funding source being contemplated for each project.
4. Identification of sponsoring agency.

A response will be prepared in four to five days. If you have any comments regarding the requested information, please contact me.

JH:jc
Attachment
cc: Gary Potter
    Gary Waltenbaugh

WORK PROGRAM

DEVELOP TIGARD-LAKE GROVE SUBAREA SYSTEM

6-3-74

TASK	WEEKS												Responsibility	Man Weeks	Status
	1	2	3	4	5	6	7	8	9	10	11	12			
1. Using PVMATS 738 zone system Create subzones & superzones.	▨	▨											O.D.O.T.	2.0	Completed 6-12-74
2. Modify 1970 updated street network to match new zone system.		▨	▨	▨									O.D.O.T.	2.0	Completed 7-12-74
3. (a) Refine 1990 population & employment forecasts for 738 zones (assume combination landuse plan) (b) Distribute 1970 & 1990 population & employment to Subzones.			▨	▨	▨	▨							CRAG & Local jurisdictions		Completed 7-26-74
4. Develop 1990 vehicle trip table by: a. Factor 1970 purpose trip ends based on population & employment growth. b. Adjust for modal split. c. distribute & combine into total vehicle trip table.							▨	▨	▨	▨			O.D.O.T.	3.0	Underway. 7-29-74
5. Assign new 1990 trip table to modified network & evaluate reliability of trip table.										▨	▨	▨	O.D.O.T	1.0	
6. Develop 1970 vehicle trip table for new system.											▨	▨	O.D.O.T	1.0	
7. Assign trips to various test systems, evaluate, and prepare report of traffic impacts for E.I.S.												8weeks ⇨	O.D.O.T	10.0	

Revised 6-18-74
7-31-74

Salem

June 7, 1974

Robert E. Royer
Planning Manager

R. L. Schroeder
Assistant State Highway Engineer

I-5 EIS Traffic Analysis
Capitol Highway-South Tigard Section

Upon review of your May 30 memo concerning the options available for the evaluation of traffic impacts required for the Draft Environmental Impact Statement on the proposed I-5 project, I offer the following comments:

1. While the nature and complexity of the project, in a regional sense, warrants the depth of analysis you propose, it must be covered-off within the time frame you have outlined. We have the release dates of several environmental statements pending orderly completion of traffic input.

2. The work program is predicated upon close and continuous cooperation with CRAG. I would hope their role would be consistent with our priorities and work program.

3. With reference to additional proposed projects in the immediate area, you have identified the anticipated West Portland Park and Ride as a contributing feature to the regional traffic mix. This being the case, what are your feelings concerning the two other regional park and ride stations slated for the area--the Lake Oswego and Tigard Park and Ride stations.

4. The timing associated with each phase of your work program appears to be tight, with little room for unanticipated and/or unavoidable developments. Is this reasonable?

5. Lastly, Item 7 in the work program concludes with the assignment of trips and their evaluation. I suggest an 8th item be incorporated into your work design, which has as its focus the writing up of these findings into a comprehensive narrative usable by the Environmental Section as input to their EIS.

I recommend proceeding with your work program as outlined so that the Environmental Section can complete their work as soon as possible.

cc: G. A. Potter

GSW:ss kmb

9615

OREGON STATE
HIGHWAY DIVISION

RIGHT OF WAY UNIT

P.O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741, Ext. 282

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

January 7, 1974

Mr. David Groda
First National Bank
Cottage Grove Branch
P.O. Box 96
Cottage Grove, Oregon 97424

RE: Haines Road Interchange Unit
N. Tigard-Hubbard Section
Pacific Highway
Washington County

Dear Mr. Groda:

Mr. Ken Chatwood, of our Salem Right of Way Office, has requested that I forward a copy of Mr. Cardwell's letter and Mr. Rolfe's reply to your office.

The public hearing referred to in Mr. Rolfe's letter is not scheduled for a particular date. However, we expect this hearing to be held prior to June, 1974.

If you have any further questions, please call Mr. Rolfe or myself at 654-7741, extension 282, or write this office at the above address.

1 Versteeg
2 A. Olson ado
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Very truly yours,

M.E. Melick
Assistant Regional R/W
Supervisor

MEM:sdl

Enclosures

CC: J.B. Boyd

1-10-74
Please send copy to
A. D. Olson

RIGHT OF WAY

P.O. Box 02157 Portland, Oregon 97202 Phone 654-7741, ext. 282

March 1, 1973

Mr. Leonard G. Cardwell
6835 SW Clinton Street
Tigard, Oregon 97223

Haines Road Interchange Unit
N. Tigard-Hubbard Section
Pacific Highway
Washington County

Dear Mr. Cardwell:

Thank you for your letter of February 27, 1973, regarding the early acquisition of your property at SW Clinton Street. I can appreciate your request, considering the fact that you are now living in Cottage Grove. However, we have been advised by our Salem office that we will not be authorized to make any early acquisitions on this project until the public hearing has been held.

At this time this project is not on the hearing schedule, and I am not sure when it will be. I realize this is not giving you much satisfaction or pertinent information, but at this time it is all that is available. If you would like to inquire again some time in May, I may be able to give you more specific information.

If you should have any further questions, please call me at 654-7741, ext. 282, or write this office at the above address.

Very truly yours,

KENNETH ROLFE
District R/W Supervisor

KR:kf

cc J.B. Boyd
L.W. Rulien

February 27,1973

Mr. Ken Rolfe
Highway Division
Department of Transportation
P.O.Box 02157
9200 SE McLoughlin Blvd.
Portland, Oregon 97202

Dear Sir;

Several months ago I was contacted at my residence by a Mr. John E. Baker of the Department of Transportation, Highway Division in regards to the new location of the Haines Road Interchange and the fact it would effect my property, that being 6835 SW Clinton. Tigard, Oregon.

It is my understanding that the Highway Division is now at a point where the final plans are being drawn. If this is so I would respectfully request that the following information be considered.

At the time of my conversation I was employed by the City of Tigard as a police sergeant. I have now accepted the same position with the City of Cottage Grove, Oregon and am traveling back and forth on my days off. It is my intention to build a new home in Cottage Grove and move my family. Please be advised that I am not going to put my home on the market but plan to negotiate with your division, if possible.

Today I talked with a Mr. Henry Brindley of you division and he informed me to explain to you the above circumstances as I have written them. Under these conditions I would respectfully request that I be granted a consideration for an early acquistion by the Highway Division for that amout of property and buildings they will need for their right of way.

Thank you,
Leonard G Cardwell
Mr. Leonard G. Cardwell
6835 SW Clinton St
Tigard, Oregon 97223
Phone # 639-9139 Home
942-2464 Work.

RECEIVED
FEB 28 1973
DIST. 1 - RIGHT OF WAY

Salem, Oregon
June 27, 1973

Citizen Questionnaire
Haines Road

R. L. Schroeder
Assistant State Highway Engineer

I have reviewed your proposal for utilizing a direct mail questionnaire as a means for determining citizen attitudes in the preparation of the Haines Road environmental impact statement with Fred Klaboe.

We agree that the concept is an interesting one and an experimental effort should be undertaken on the right project. Anything that will help reduce the incidents of citizen rejection such as we experienced on the Kelly Butte Park & Ride station proposal is a step in the right direction. But, we also agree that the Haines Road project is not the right project in which to initiate the experimental direct mail concept.

Please ask Don Byard to work with Gary Sund in isolating an appropriate project to begin this innovation and proceed with the package after clearing it with Fred.

George M. Baldwin
Administrator of Highways

cc F. B. Klaboe
Don Byard
Gary L. Sund

GLS mh

CC [illegible] 21-24

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

Noted
GEORGE M. BALDWIN

DATE June 27, 1973

TO R. W. Rulien
Regional Engineer

FROM D. R. Byard
Environmental Director

SUBJECT Proposed Questionnaire
Your Letter June 20, 1973

We appreciate your thoughtful comments on the Haines Road Interchange Study Questionnaire and its cover letter. They have been discussed and we are proceeding as follows.

It seems my staff will have to avoid the use of the word "project" to describe its activities. You are correct, inquiries concerning this highway project should go to your office. However we will make clear our intent by suggesting that people contact us if they would like more information about this "questionnaire".

Similarly while the information sought in questions 1-4, 7 & 8 may not be important for the highway project, they are crucial for our sociologist. He must determine if the sample is representative of the whole population and this is possible only if a minimum amount of demographic data, (question 1-4) is gathered. The other two questions are essential if he is to indicate the impact of the highway project on a neighborhood institution.

Probable public misunderstanding of "Tigard Triangle" has been discussed here; we were led to believe that it would not be a problem. However, in the light of your comments we will add an asterisk at the proper place and a footnote, "The area bounded by the freeway (I-5), the Southwest Pacific Highway (99-W), and the Tigard-Beaverton cut-off (Route 217)."

In line with the request that you be kept informed, the questionnaire and cover letter went to Mr. Baldwin about the time your letter arrived in this office. Copies of this correspondence will go to him today. As new developments occur we will advise you.

By way of comment, apparently this is the first attempt by the Oregon State Highway Division to use a mailed questionnaire in neighborhood research. We are not unaware of the risks involved. However, we believe some research of this type is necessary if we are to properly evaluate the social impacts of highway projects. Interviewing probably would be preferable but time and fiscal restraints have led to experimental use of the mail. When the results are in we will evaluate it as a method. To this end we hope you will advise us of any comments your office receives either pro or con. Cooperation such as this between the Regional Offices and the Environmental Section will make it possible for both of us to do a better job.

Since this was dictated, we have been advised informally that the Highway Division Administration believes this research is not appropriate at this time for this highway project. However, they have approved the research in principal, and we anticipate with pleasure the prospect of your cooperation on other research projects in the future.

HM/DRB
cc: George M. Baldwin
R. L. Schroeder

RECEIVED
JUN 27 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

9615

N

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

I-5

DATE April 13, 1973

TO Mr. Frank Hall
Design Engineer

FROM W. H. Haskin
Property Manager

SUBJECT N. Tigard Inter.-Hubbard Inter. Sec.
Pacific Highway

CONTRACT LETTING - MAY 24, 1973

The following improvements are on the right of way. Due to lack of lead time the contractor should be required to remove them in the clearing portion of the contract.

File	Name	Location	Improvements	Salvage Value
46008	Lakeside Co.	117+50L	House	-0-
36033	Southern Pac.	119+00R	House	-0-
39003	Anderson	144+00L	Concrete blk. house & att. garage	-0-
47445	Susnjara	152+00R	House	-0-
46032	Wellons	171+00L	Metal Shed	-0-
46035	Fullman	179+00L	House	-0-
		180+50L	Duplex	-0-
46036	Barker	181+00L	House	-0-
		183+00L-- 185+00L	3 Cabins-- (Units 1, 2, 3)	-0-

1 Hall H
A. Olson
2 Tarpin T
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Gasoline tank to remove or Fill.

File	Name	Location	Improvements	Salvage Value
46043	Werth	204+00R	Underground gasoline tanks	-0-
46046	Samuel	216+00R	Metal Shop Bldg. (to be used by Res. Engr. Maury Payne until last part of job)	$500.00

OK in Specs. 4/18/73 Cole

ds
cc: J. B. Boyd
J. R. Oakes
Duane Ridings
L. H. Young
K. L. Rolfe
L. W. Rulien
Bud Sheridan
C. G. Swenson
Trial Section

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF Environ. Svcs.
MAIN OFFICE (503) ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214
248-3591

April 11, 1973

RECEIVED
APR 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Robert L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

RE: S. W. 62nd AVENUE

Dear Sir:

As discussed with you over the telephone, we have a petition for the improvement of S. W. 62nd Avenue from S. W. Haines Road southerly to the Clackamas County line. An improvement such as this is done in accordance with the Oregon Revised Statutes, and the cost is assessed to the abutting property owners.

We can possibly see some problems which might result if the people are not fully informed of circumstances and events which may occur in this area. As you are aware, one of the plans proposed by the State is to build S. W. 62nd Avenue from S. W. Southview Street southerly to the County line. This covers approximately half of the street which is petitioned for improvement by the property owners.

We have scheduled a meeting at the First Evangelical Free Church, 12647 S. W. 62nd Avenue, Portland, Oregon on Thursday, April 19, at 7:30 p.m., to discuss with the property owners the possibilities of events which may occur in connection with the widening of Interstate 5. We would appreciate any information that you can give us as to whether this design (as shown on the enclosed sketch) appears to be satisfactory, and as to any tentative date this work should be done. Any information you can give us will be regarded as tentative and preliminary, when presented to the public. Our main concern on this is that the property owners be informed before they authorize the improvement of S. W. 62nd Avenue - the cost of which would be assessed against them - that at a later time, a portion of this street will be widened by the State.

4-19-73
cc Hall
Wolfe
Rogers Sandlund
EH

last 1/4 of '77

NOTED
R. L. SCHROEDER

RECEIVED
APR 12 1973

The attached Oregon State Highway Sketch used for Corridor and Design Hearing, shows that portion of S. W. 62nd Avenue petitioned for improvement, shaded in yellow.

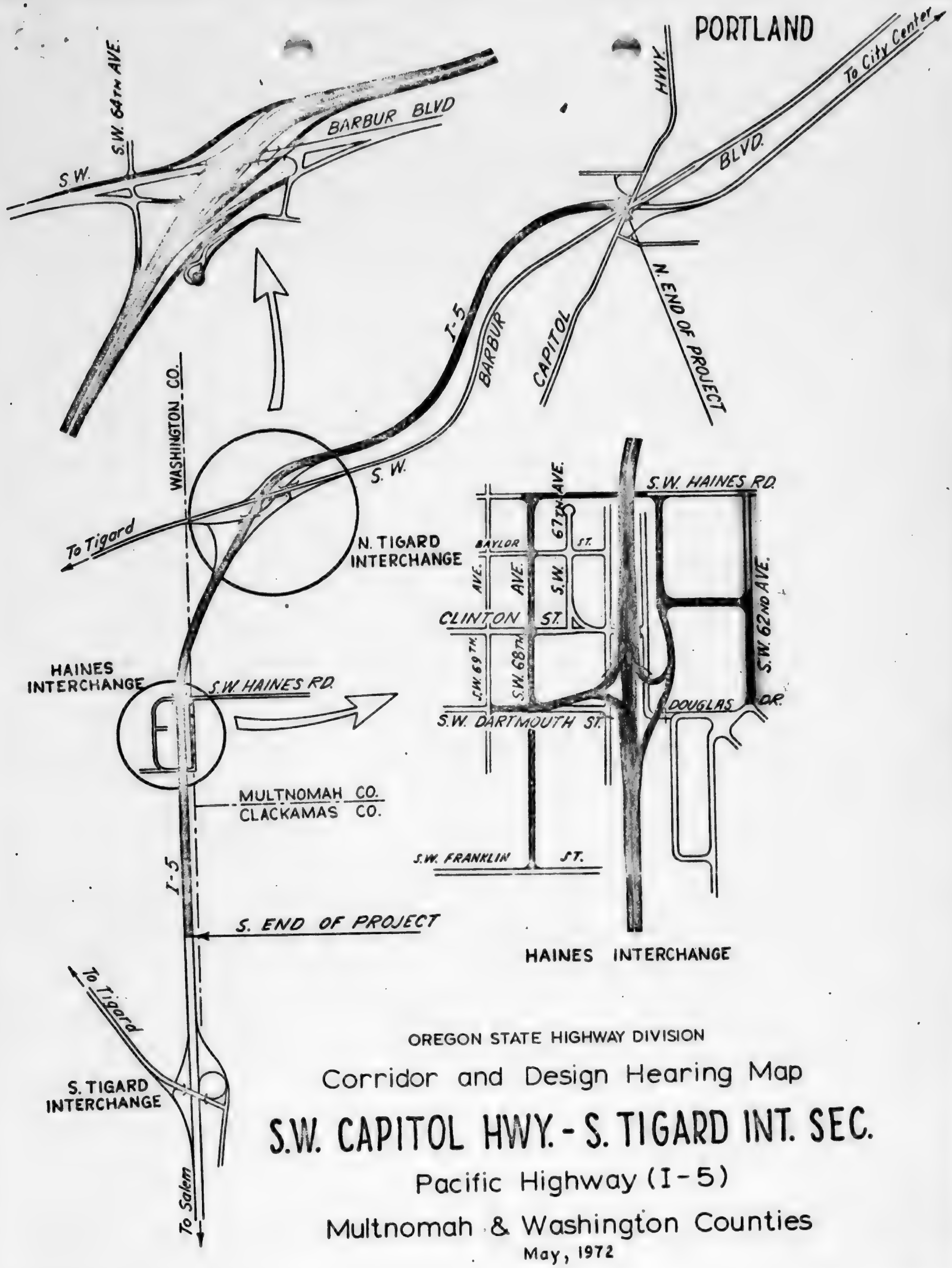
Your prompt attention to this matter would be appreciated, since the informational meeting with the property owners is scheduled for next week.

Very truly yours,

OLIVER J. DOMREIS, Director
Division of Public Works

Roy L Bennett
ROY L. BENNETT
Office Engineer

RLB:im
Encl.
cc: Larry Rulien, Reg. Engr.


PORTLAND
HWY.
To City Center
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WASHINGTON CO.
S.W.
To Tigard
N. TIGARD INTERCHANGE
S.W. 67TH AVE.
S.W. HAINES RD.
BAYLOR ST.
AVE.
AVE.
CLINTON ST.
S.W. 69TH
S.W. 68TH
S.W. 62ND AVE.
DOUGLAS DR.
S.W. DARTMOUTH ST.
S.W. FRANKLIN ST.
HAINES INTERCHANGE
S.W. HAINES RD.
HAINES INTERCHANGE
MULTNOMAH CO.
CLACKAMAS CO.
I-5
S. END OF PROJECT
To Tigard
S. TIGARD INTERCHANGE
To Salem

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

S.W. CAPITOL HWY. - S. TIGARD INT. SEC.

Pacific Highway (I-5)

Multnomah & Washington Counties

May, 1972

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE February 12, 1973

TO L. W. Rulien, Region 1 Engineer
P. O. Box 02157, Portland, OR 97202

FROM adOlson
A. D. Olson, Preliminary Design Engineer

SUBJECT Hardship Cases
Haines Road Vicinity
Capitol Hwy.-S. Tigard Intchg. Section
Pacific Highway (I-5)
Multnomah County

Reference is made to correspondence in regard to advance purchase of property on subject section, specifically the Douglas property at 12336 S.W. 65th Street and the Leppla property at 6429 S.W. Douglas Drive.

This has been discussed with Mr. Hunter and it was his request that we not start advance purchases until after the design hearing, we have reasonable assurance that the project will "go", and we can get normal approval for funding. Public reaction to advance purchases which might prejudice the design has become more of a factor all the time.

Please advise those requesting advance purchases that their requests will be expedited as soon as we are in a position where we can proceed.

ADO:jh
cc: E. S. Hunter ✓
J. B. Boyd

NOTED
E. S. HUNTER

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GEN 21-2
I-5
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 10, 1973

TO **E. S. HUNTER**
Assistant Highway Engineer

FROM **L. W. RULIEN**
Regional Engineer A Howard for LWR

SUBJECT Hardship Cases
I-5
Haines Road Area

Attached are two sets of correspondence from Kenneth Rolfe which refer to requests that he has had for right of way purchases in the Haines Road vicinity on the basis of alleged hardship. We have not issued a revised, updated Environmental Impact Statement on the section and subsequently have not had our necessary design hearing. However, it may be that our plans are sufficiently firm to undertake this type of acquisition.

Will you please determine if these advance purchases are in order. Also, I would appreciate knowing what our policy will be on this particular section of highway relative to hardship cases.

LWR/cr
Attachments
cc Frank Hall
Victor D. Wolfe
R. T. Ewen
Kenneth Rolfe

Hall
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1 Hall
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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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JAN 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 8, 1973

To: Mr. L. W. Rulien
Regional Engineer

BUILDING

SUBJECT:
Hardship Case - Douglas Property
Haines Road Interchange Unit
N. Tigard-Hubbard Interchange
Pacific Highway
Multnomah County

Attached is a letter from Frances C. Douglas, requesting acquisition of her property on subject project because of a hardship situation.

The property is located at 12336 SW 65th Street, Portland, and is outlined in red on the attached map. The estimated total acquisition cost for this property would be $32,200.

Would you please have this reviewed by engineering and advise if an early acquisition is possible.

Kenneth Rolfe
KENNETH ROLFE
District R/W Supervisor

KR:kf

cc D.H. Moehring

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
JAN 9 1973
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STAN WILEY
INC., REALTORS

FRANCES DOUGLAS
SALES ASSOCIATE
RES. PHONE / 246-0118

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45 / 655-2522
IUE / PORTLAND, OREGON 97201 / 224-5678
EGON 97225 / 292-8875
36
4491 or PORTLAND 285-3679

STAN
WILEY
INC., REALTORS

January 4, 1973

Mr. Ken Rolfe
State Highway Dept.
Right-a-way division
P. O. Box 02175
Portland, Oregon, 97202

Re: Property at 12336 S.W. 65th St.
Portland, Oregon , 97219

Dear Sir:

I am the freeholder of the above property, which is aleo my residence. As you know I have been contacted, some time ago, before the surveying was done, by Mr. Brindley of your dept, stating that the State would possibly at some time in the not too far away future be acquiring this property in order to widen or change the Freeway which runs pararallel to 65th St.

It is my belief that this will have to take place, considering the condition of the freeway at that location and driving to town every day, I realize the importance of doing this.

But, I have a real problem. I need to sell my property. I am alone now, and it is much to large for me to maintain and live in alone. Also there are major things coming up soon to consider. We have known that the property might possibly be taken soon for almost 2 years and have put off doing some repairs that need to be done, such as the fence, etc. I do not have funds or the time really to maintain the property as it should be done. I am 56 years old, though active, not really young.

I am sure you too realize that it is almost impossible to sell property at the market price that is eventually going to be taken by the State.

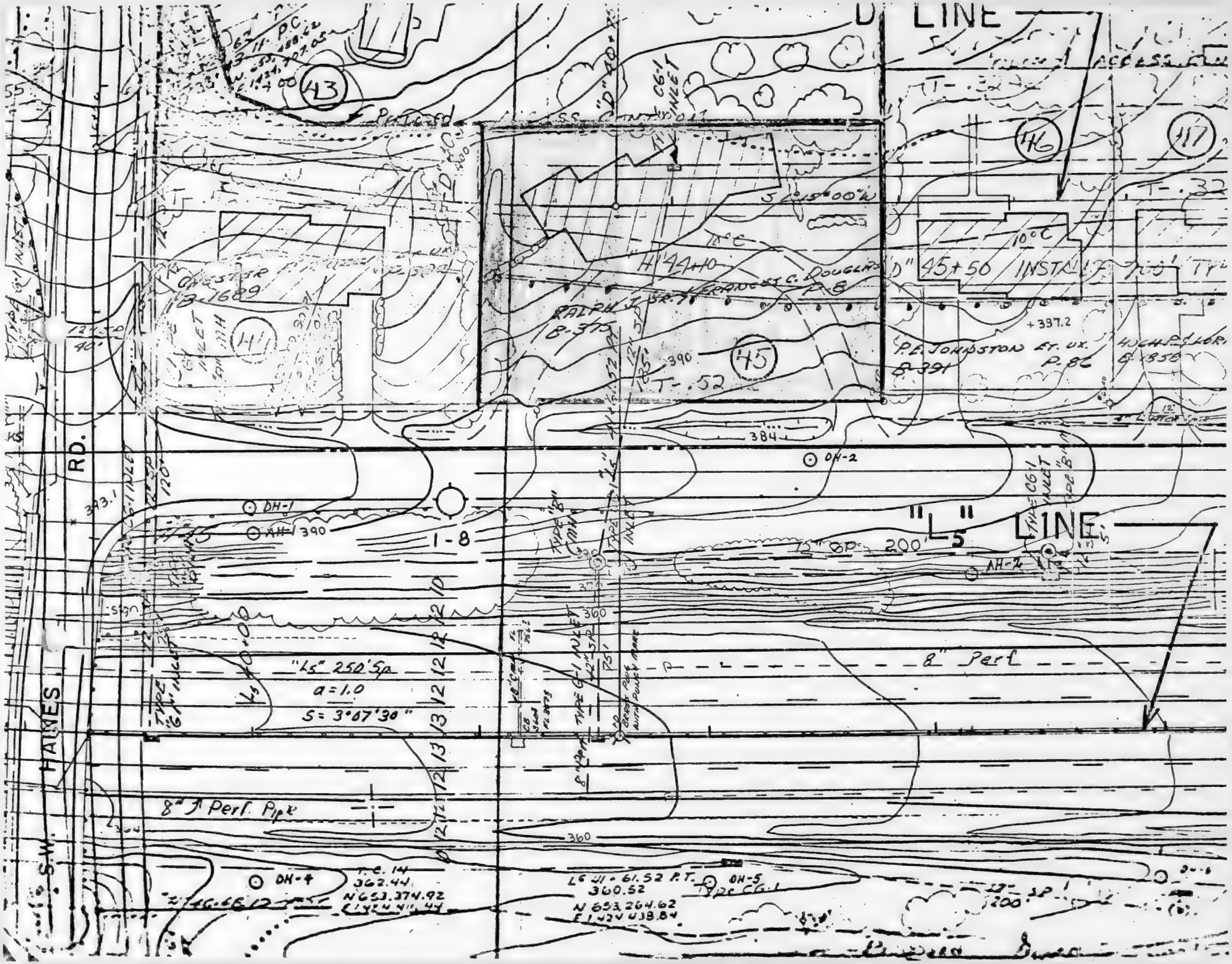
So , I am respectfully requesting that you go ahead and take my property as a hardship case as soon as possible. I will expect a fair market price and will appreciate all considerations that can be given and will certainly give all the cooperation that I can.

Thank you,

Frances Douglas
Frances C. Douglas

RECEIVED
JAN 8 1973
RIGHT OF WAY

OREGON M.L.S.
INTER CITY RELOCATION SERVICE
NATIONAL ASSOCIATION OF REAL ESTATE BOARDS / NATIONAL INSTITUTE OF REAL ESTATE BROKERS / INTERNATIONAL REAL ESTATE FEDERATION / OREGON ASSOCIATION OF REAL ESTATE BOARDS / PORTLAND BOARD OF REALTORS / WASHINGTON COUNTY BOARD OF REALTORS / CLACKAMAS COUNTY BOARD OF REALTORS / PORTLAND EXCHANGE CLUB / OREGON MULTIPLE LISTING SERVICE / INTER-CITY RELOCATIO
SERVICE / PORTLAND CHAMBER OF COMMERCE


"D" LINE
ACCESS
T-.32
43
46
117
"D" 40+
CG-1 INLET
S 15°00'W
10°C
"D" 45+50 INSTALL
CHESTER
B-1689
H'44HO
RALPH J. SR. & FRANCES C. DOUGLAS
B-375
P-8
+337.2
P.E. JOHNSTON ET. UX.
B-391
P. 86
41
45
T-.52
390
384
RD.
DH-1
AH-1 390
DH-2
1-8
"L5" LINE
12" SP 200'
AH-2
TYPE CG-1 INLET
TYPE "B" INLET
TYPE "B" MH
TYPE "G-1" INLET
TYPE CG-1 INLET
360
L5 40+00
"L5" 250' Sp.
a=1.0
S=3°07'30"
10 12 12 12 12 13 13 12 12 10
8" Perf
8" Perf. Pipe
HAINES
S.W.
DH-4
T.C. 14
362.44
N 653,374.92
E 1,424,411.44
L5 41+61.52 P.T.
360.52
N 653,264.62
E 1,424,438.84
DH-5
Type CG-1
12" SP
200'
DH-6

RECEIVED
JAN 5 1973
DIST. 1 - RIGHT OF WAY

1-4-73

Highway Right of Way Supervisor
Mr Ken Rolfe

Dear Mr Rolfe

We now own a house at

6429 S.W. Douglas Dr
Portland ~~97239~~ 97219
(near Haines Rd overpass)

We are a family of 5 trying to live on $\$95^{00}$ a week. We would like to know if the state could acquire our house early as a hardship case.

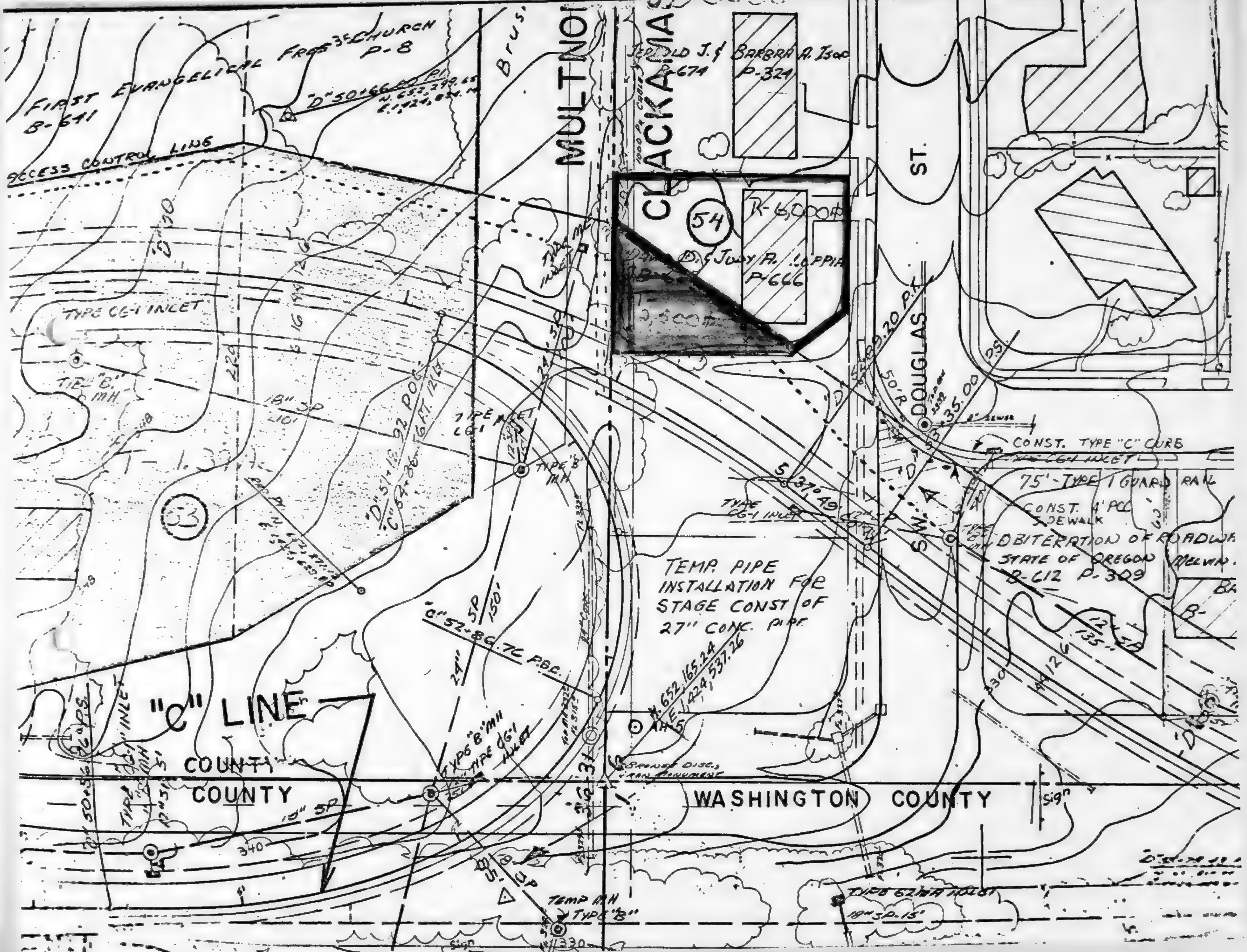
When we bought our present home we had the other one sold to a couple whos ~~t~~ house was taken by the freeway a man came out with them from the state and toed them not to by untill

this point we knew nothing of
the possabilty of freeway taking
our house We now rent the
house & can't afford to keep
it and to live our selfes
any thing you can do to help
us would be greatly
appreciated

Thank you
Mr & Mrs David Leppla

Mr DAVID D LepplA &
Mrs JUDY A LepplA
13839 N.W. Springville Rd
PortlAND. Oregon 97229

phone # 297-3443


FIRST EVANGELICAL FREE CHURCH
B-641 P-8
"D" 50+66.60 P.I.
N. 652,299.65
E. 1,424,834.11
ACCESS CONTROL LINE
MULTNOMAH
CLACKAMAS
Brush
JERROLD J. & BARBRA A. ISAAC
B-674 P-324
54
R-6,000 ft
D. & JUDY A. LOPPIA
P-666
2,500 ft
ST.
DOUGLAS
"D" 55+89.20 P.T.
50' R
35.00
8" SEWER
CONST. TYPE "C" CURB
CG-1 INLET
75' TYPE 1 GUARD RAIL
CONST. 4' PCC SIDEWALK
OBLITERATION OF ROADWAY
STATE OF OREGON
MELVIN
B-612 P-309
S.W.
S 37°49'
TYPE CG-1 INLET
42" SP
TYPE CG-1 INLET
TIE "B" MH
18" SP 210'
"D" 51+18.92 POC
"C" 54+36.16 PT. 12 1/4
TYPE INLET CG-1
TYPE "B" MH
33
TEMP. PIPE INSTALLATION FOR STAGE CONST. OF 27" CONC. PIPE
"C" 52+86.76 P.B.C.
24" SP 150'
N. 652,165.24
E. 1,424,537.26
AH-5
BRONZE DISC. IRON MONUMENT
"C" LINE
COUNTY
COUNTY
WASHINGTON COUNTY
15" SP
340
330
TEMP MH TYPE "B"
TYPE CG-1 INLET
TYPE "B" MH
18" SP
TYPE G2MA INLET
18" SP 15'
12" SP 135'
Sign
224

1983 N. Tigard - S. Tigard 9615
Interchange Sec. Pacific Hwy.
(gr, pav, st, sig, ill) #1

FORM 2-59 (REV. 10-60)

96+5

6

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE: August 1, 1972

To: Mr. L. W. Rulien
Regional Engineer

FROM: Robert T. Ewen
Robert T. Ewen
Resident Locating Engineer

SUBJECT: S. W. Capitol Highway -
Haines Road Interchange Section
Pacific Highway I-5
Prefix 626-1973

RECEIVED
COUNTY & CITY SECTION
AUG 29 1972
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

As requested by Mr. Wolfe's letter dated July 19, we have reviewed the attached hearing map and advise the following corrections be made:

1. The most easterly structure on Barbur Blvd. should be colored yellow since existing structure is to be utilized.

2. At Haines Road Interchange the northeasterly corner of 66th and Clinton Street should be curved as per location map and colored red since existing intersection is too close to exit lane from freeway.

3. South of this intersection S.W. 66th should be removed and colored green.

4. In order for our interchange work to be complete, our estimate included the improvement of S.W. Franklin Street between 66th and 68th Street. This section of Franklin Street should be colored red.

By others!

5. It would appear beneficial to those discussing the map and for good orientation that 1,000 foot station hash marks should be shown on the main line.

See attached corres. from Wash. Co. & City of Tigard ASC. 8/28/72

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
AUG 1 1972
☐ TE ☐ UE ☑ DES ☐ SEC

Copy to Rulien

RTE/bd
att

1843

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
JOHN C. ANICKER, Chairman
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS
BURTON C. WILSON, JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

I-5

RECEIVED
COUNTY & CITY SECTION
AUG 29 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

April 25, 1972

1
2 Olson

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APR 28 1972
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L. W. Rulien
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon

Dear Larry:

We have reviewed the proposed Haines Road Interchange as prepared April 17, 1972, and would recommend approval based on the following understood information:

The off-ramp would be constructed and paved westerly to S. W. 69th Avenue as a part of the project.

Haines Road would be improved from the overpass to and including the intersection with S. W. 68th Avenue.

S. W. 68th Avenue would be improved from Haines Road southerly to and including the intersection with S. W. Franklin Street.

All of this to be a part of the project on the west side. I am addressing this report only to that which lies on the west side of I-5.

In addition to the above listed work, it was understood that S. W. Franklin Street between S. W. 66th and S. W. 68th is to be improved by others than the State on or before the time of the proposed interchange project. I believe this concurs with the discussions as they were held with your people, representatives of the City of Tigard, Multnomah and Clackamas Counties, representatives from Farmers Insurance Group and Washington County, at the recent meeting held in the Farmers Insurance Group Building.

If this does not contain the same information as you understood it to be from this recently referred to meeting, please feel free to contact this office as I would appreciate very much discussing it further with you.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

cc: Steve Telfer, Tigard City Manager
Robert Nordlander, Multnomah County Director of Public Works
John McIntyre, Clackamas County Director of Public Works
Frank Hall, State Highway Design Engineer
Bob McClintick, President, Farmers Insurance Group
Ken Meng, Washington County Director of Public Works

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
APR 26 1972
☐ TE ☐ UE ☐ DES ☐ SEC

Send cc Vic Wolfe
Frank Hall } for your inf

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

I-5

RECEIVED
COUNTY & CITY SECTION
AUG 2 9 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
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April 28, 1972

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
MAY 2 1972
☐ TE ☐ UE ☐ DES ☐ SEC

L.W. Rulien
Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon

Dear Larry:

The City of Tigard has reviewed the most recently revised plan for the proposed changes to the Haines Road interchange. This is a preliminary study dated April 17, 1972. We are wholeheartedly in support of the proposed revision to the interchange based on this plan. The following features are of importance in our acceptance of the proposal.

1. The westerly legs of the revised interchange will intersect S.W. 68th at the approximate location of the Dartmouth Street right-of-way.
2. 68th Street will be improved from Haines Road southerly to Franklin Street.
3. The Haines Road crossing structure and the road itself will be improved from 68th easterly to just east of the new proposed terminus of the easterly legs of the interchange
4. The easterly legs of the interchange will be aligned in a northerly direction and somewhat east of the existing frontage road as outlined on the proposal.

It is our understanding that Franklin Street from 66th to 68th will be improved with local funds and will not be a part of the proposed work to be accomplished by the State or Federal Highway Administration.

I wish to personally extend my appreciation to you and other members of the State Highway Division for the excellent cooperation shown in the development of this final proposal. I think it rather effectively shows that intergovernmental cooperation can produce a good end product.

Send cc Frank Hall } for your info R
H.S. Cox

We look forward to expressing our support at the design hearing.

Sincerely,

S.M. Telfer

S.M. Telfer
City Administrator

SMT/ds

cc: Robert Norlander
Multnomah County Director of Public Works

John McIntyre
Clackamas County Director of Public Works

Ken Meng
Washington County Director Of Public Works

Frank Hall
State Highway Design Engineer

Bob McClintick
Regional Manager
Farmers Insurance Group

Sid Reese
Director of Administrative Services
Lamb-Weston Inc.

1 Hall
2 A. Olson
Tarpin
Scott
Swanson
R. Olson
Trout VT

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MAY 3 - 1972
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 21, 1972

I-5

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION John R. Oakes
Asst. R/W Engineer

SUBJECT:
SEWER SYSTEM JUSTIFICATION
Files 46044-Schwirse
46045-Bastian
N. Tigard Int.-Hubbard Int.
Pacific Highway
Washington County
Fed. #I-5-5(23)

As you know, we are attempting to implement, with the co-operation of the City of Tualatin, the construction of a sewer to eliminate heavy damages to the two subject files. Please note my memo to the file, dated June 16, 1972, as to the current progress being made on this sewer system project.

Attached you will find a letter and cost estimate from Marvin McEldowney on the economic justification for the sewer system. I am also enclosing the engineering cost estimates from our design department for the proposed sewer. Please note that the construction cost estimate is $52,500, as compared to $60,000 in Mr. McEldowney's estimate.

1 Hall H
2 Olson T

RECEIVED

DESIGN SECTION

KENNETH ROLFE
District R/W Supervisor

KR:KF

attachments

cc T. Litchfield

NOTED
W. E. COLE

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE.

Portland, Oregon 97202
June 7, 1972

SUBJECT:

To: Mr. Kenneth Rolfe
District R/W Supervisor

OFFICE

Files 46044-Schwirse
46045-Bastian
N. Tigard Int.-Hubbard Int.
Pacific Highway
Washington County
Fed. #I-5-5(23)

Following is a summary showing the estimated cost on the two above files, both involving mobile home parks where the septic system will be within the area required for right of way.

It should be noted that the high cost for re-establishing the septic systems is due to the new Washington County sanitation code requiring 500 gallons of septic holding area and two 100 foot leaching lines for each trailer space. The old requirement was less gallonage and only 50 feet of line per space.

The following cost does not include the area required for R/W, but only the damage or cost to cure for the remainder.

Marvin G. McEldowney
District Appraiser

MGM:KF

SP*52475-734

A. ESTIMATED DAMAGES NOT USING COST TO CURE:

1. LaRose Mobile Park		
Damages to property	$100,000	
Relocation & rental additives	57,000	
		157,000
2. 4-U Mobile Court		
Damages to property	36,000	
Relocation & rental additives	14,000	
		50,000
TOTAL COST OR DAMAGES		$207,000

B. ESTIMATED COST TO RE-ESTABLISH SEPTIC SYSTEM ON ADJOINING PROPERTY (ASSUMING PROPERTY CAN BE PURCHASED):

1. LaRose Mobile Park		
24,500 gal. septic tank:	12,250	
9400 lin. ft. leach lines:	9,400	
2.16 Ac. @ 30,000:	64,800	
Misc. yard expense:	5,000	
		91,450
2. 4-U Mobile Court		
(Improvements damaged out)	36,000	
Relocation	14,000	
		50,000
TOTAL COST		$141,500

C. COST TO RE-ESTABLISH SEPTIC SYSTEM ON SUBJECT:

1. LaRose Mobile Park		
16,000 gal. additional septic tank	8,000	
6,000 ft. additional leach lines	6,000	
Loss of 18 units & re-establishing Court	40,000	
Relocation & rental additive	18,000	
Estimated economic loss	30,000	
		102,000
2. 4-U Mobile Court		
Improvements damaged out	36,000	
Relocation & addtives	14,000	
		50,000
TOTAL COST:		$152,000

D. ESTIMATED COST TO RE-ESTABLISH TO SEWER:

1. LaRose Mobile Park		
1000 ft. of 6" @ 6.00	6,000	
57 units @$300 ea. hook-up	17,000	
Misc. yard work, etc.	7,000	
		30,000
2. 4-U Mobile Court		
6000 ft. of 6" line @ $6	3,600	
17 units @ $300 hook-up fee	5,100	
Misc. yard work, etc.	1,300	
		10,000
3. Main Line Sewer Cost		
4000 ft. 10" main $15		* 60,000
TOTAL COST:		$100,000

*Most of main line sewer cost to be returned when other property owners connect.

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET ………… OF ………… SHEETS

Proposed Sanitary Sewer
Beaverton Tualatin Hwy   Washington Co.
I5 Widening Requirement.
Recon. Estimate   Prefix 634-1934

Sec.	Item				
206	Trench Exc.	Cu. yd	2,770	x $4.30	$11,900
603	8" Sanitary Sewer Pipe	Lin. ft	2,730	x $2.50	6,800
	8" " " " Ex. str.	"	630	x $3.00	1,900
	Bedding Material	Cu. yd	530	x $10.00	5,300
	Extra for Pipe under Pavmt	Lin. ft	1500	x $7.60	11,400
	" " " " Railroad	Lin. ft	20	x $5.00	100
604	Manholes	only	9	$350.00	3,100
	Total Bid Items				$40,500
	Temp Protection & Dir. of Trfc.				$3,000
	Mobilization				$1,000
	20% Engr. & Contingencies				8,000
	Total job Recon Estimate				52,500

SP*32566-734

9615

W

FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 20, 1972

To: Frank Hall
Design Engineer

DESIGN

SUBJECT: File 46049-NW Natural Gas Co.
N. Tigard-Hubbard Interchange
Pacific Highway
Washington County
Fed. #I-5-5(23)

Attached is information you and your designer should have regarding the Northwest Natural Gas File.

K. A. CHATWOOD
Administrative Right of Way Agent

KAC:LS
Attachment

1 Hall H
Olson
2 [illegible] T
[illegible]
[illegible]venson
Olson
T

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NOTED
W. E. COLE

9615

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 15, 1972

SUBJECT:
File 46049-NW Natural Gas Co.
N. Tigard-Hubbard Interchange
Pacific Highway
Washington County
Fed. #I-5-5(23)

To: Mr. D.H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION John R. Oakes
Asst. R/W Engineer

As a supplement to my letter of May 15, 1972 to you on this subject, Liaison Agent Brindley has made a more in depth study of subject file.

The complexity of the use of this property made it necessary to contact the Gas Company to make sure of the underground improvements, etc. The total estimated cost of R/W from this property is $101,900.

Kenneth Rolfe
KENNETH ROLFE
District R/W Supervisor

KR:KF

Terpin —
As I read this letter, the additional cost for the extra 10' strip that we need will only cost about 12000^{00}.
We should go.
H.

1 Hall H
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout A

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JUN 16 1972
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NOTED
W. E. COLE

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 14, 1972

To: Mr. Kenneth Rolfe
District R/W Supervisor

OFFICE

SUBJECT:
File 46049-NW Natural Gas Co.
N. Tigard-Hubbard Interchange
Pacific Highway
Washington County
Fed. #I-5-5(23)

The writer reviewed the original programming estimate for the right of way needs as designed by Bob Ewen and later revised by the Design Section in Salem.

The Regional Design office originally estimated R/W needs to consist of 34,600 square feet in two parcels, and a temporary easement consisting of 16,550 square feet to relocate the railroad spur. I have reviewed this area of R/W needs, and estimate the cost to be $55,100, not including damages to the remaining land parcel. An additional 10 foot strip of land will be needed to provide a wider median and comply with current design standards. This additional R/W need has been submitted to this office in the form of a revised description, which adds approximately 9,800 square feet to the original 34,600 square feet. I have estimated the cost of this parcel at an additional $11,800, not including damages to the remaining land.

Damages to the remaining land resulting from the total R/W needs is estimated at $35,000, making the total cost of R/W and damages $101,900.

The writer contacted Mr. Bill Covert, Engineer for NW Natural Gas, and discussed their plans for this site. Mr. Covert stated they purchased this land parcel to use as a regional center. Development in the Lake Oswego-Tigard-Tualatin and Wilsonville area, has brought additional demands for service to this company. They have modified this facility since its original construction, and find that they must now increase the size of their facility to keep up with the work load demand. At the present time, the site is nearly 100% developed and the R/W needs reduce the unused land to zero. This leaves the Gas Company with no alternative but to purchase at least one, and perhaps the three remaining abutting properties.

SP*82478-734

The undersigned contacted Scofield Realty in Wilsonville, who has a sign on the land parcel to the north of NW Natural Gas, and across the road to the east. They advised me they are asking $1.65 for the 1.35± acre parcel that lies to the north. This suggests an asking price of approximately $95,000. Directly to the east across McEwan Road, Scofield has another listing from Horton for 3 tax lots of vacant land containing 4+ acres. They are asking $1.35/s.f. for this parcel. Scofield Realty reported to me that it is rumored NW Natural Gas has purchased the two single family residential properties located in front of their building on McEwan Road, identified as Tax Lots 4000 and 4100 of Map 2S-1-13D, at $20,000 each, or $1.33/s.f. These two tax lots contain .34 of an acre each, or a total of 30,000 square feet.

I also contacted Mr. Bob Aungier of Portland, a real estate broker who sells commercial and industrial property in this area. Mr. Aungier recently sold Tax Lot 3700 on the east side of McEwan Road across from Tax Lot 4000, reportedly purchased by NW Natural Gas, for $31,000. This parcel contains 1.32± acres or 57,500 square feet, and indicates a unit value of $.54/sq. ft. It improved with a small log house, but Mr. Aungier said the buyer considered it to have no value and the purchase was made for land. The sale is reportedly closing today.

Scofield Realty advised me of several other listings in the neighborhood, one being Tax Lot 3100 at $2/s.f. containing 2.03 acres and abutting the book depository on the west. They also stated King City Building Supply is asking $2/s.f. for their old warehouse site. They described another parcel to me, which I believe to be parcel 1300, located in the NE quadrant of the present interchange system, containing 4.42± acres and offered on a 50 year lease basis at $3/s.f.

Considering the sales and the asking prices near NW Natural Gas Company's property, it seems virtually impossible for them to replace the land needed by the State for R/W at a unit value, a 9± acre parcel such as their site would sell for. I estimate it would take approximately 1 acre additional land to replace the R/W needs. I estimate this land to cost $1.40/s.f., which is $.80/s.f. more than the estimated market value of their whole tract. The $.80/s.f. represents the damage to the remaining land, which I have rounded to $35,000.

Discussion with NW Natural Gas Engineer Covert led him to furnish us with additional drawings of their facility. This drawing suggests there are more underground improvements than were originally estimated.

Attached is a copy of Tax Lot Map 2S-1-13D deplecting the surrounding properties which have sold and are presently listed in the market place.

Henry M. Brindley

HENRY M. BRINDLEY
District Liaison Agent

HMB:KF

'le 46049-NW Natural Gas Co.
...Tigard-Hubbard Interchange
Pacific Highway

Original R/W needs cost -	
Land - 34,600 s.f. @ $.60/s.f.	$ 20,800
Improvements:	
Chain link fence - 1000' @ $6.00/ft.	6,000
B/T paving - 11,475 s.f. @ $ .50/s.f.	5,700
31 auto park stalls 90° 9x18 painting & bumper @ $6.25	200
Storage bldg. (10x50') 500 s.f. @ $4.00	2,000
Green area 11,550 s.f. @ $.25/s.f.	2,900
5 - flood lights & poles @ $720	3,600
Water main 2 x 650' w/hydrants @ $2.50	1,600
Training yard (Ken Story est.)	10,500
Relocate training yard & parking by purchase of additiona land require grading & site prep.-34,600sf @ $.05	1,700
Temp. const. ease. 16,550 - nominal consideration	100
TOTAL ORIGINAL R/W NEEDS =	$ 55,100
Additional 10' R/W needs cost -	
Land - 9,800sf @ $.60/s.f.	5,900
Improvements:	
Chain link fence 15' @ $6.00/ft	100
B/T paving 9,180 s.f. @ $.50/s.f.	4,600
Relocation of 37 stalls of parking (painted) @ $1.75 ea.	300
Green area 620 s.f. @ $.25/s.f.	
Relocation of heavy truck & equip. park stalls 8 @ $8.75	
Possible relocation of ½ sewage disposal field 300' @ $3.00	900
TOTAL ADDED R/W NEEDS =	$ 11,800
Damages to remaining land (cost to replace lost area) 1 acre @ $.80/sq.ft.	35,000
TOTAL ALL R/W NEEDS & DAMAGES =	$101,900

006616

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ORIGINAL
DOCUMENT
IN FILE

9615.

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

June 2, 1972

Mr. Hill Young
Oregon State Highway Division
Dept. of Transportation
Highway Building
Salem, Oregon 97310

Re: N. Tigard Intchge. -S. Tigard
Intchge. Pacific Highway (I-5)
PNRS #71.0508

Dear Hill:

As indicated at our meeting May 17, 1972, Local Government Relations Division will agree to a conditional "sign-off" of the A-95 Review of your notice of intent on the Tigard Interchange Project proposal. The condition is your fulfillment of your verbal agreement to adequately address a number of issues and a number of alternatives which were overlooked in your draft Environmental Impact Statement for the project.

1. The following particular alternatives should be addressed:

NOTED
R. D. ASBURRY

a. Complete closing of the Haines Road Interchange, with and without alterations to the traffic flows along 99W to the north and Bonita Road to the south to handle the traffic now served by the Haines Interchange; and the traffic projected if the Haines Interchange is closed. When using projected flows please identify assumptions made in their derivation.

b. Partial closing of the Haines Road Interchange to eliminate the entrance-exit on the east side of I-5, including a study of the necessity of rebuilding the Haines Road overpass after it is destroyed to widen I-5 under this hypothetical situation.

Klaboe
cc Rogers
FL Hall
Wallace
Potter
Chase
Gifford

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JUN 7 1972
PROGRAMMING SECTION

2. Relative to the above two alternatives, and to the two alternatives discussed in your draft Environmental Impact Statement, include discussions of the following related conditions:

a. The ability of the roads adjacent to the proposed enlarged Haines Road exit to carry the projected traffic volumes of your 1992 projections, and the cost to the respective counties and cities of improving those roads.

b. An estimation of the proportion of students at Portland Community College coming from a southerly direction and using the Haines Road interchange. You have relied upon PCC as a justification for enlarging the interchange.

c. A detailed description of projected land-use patterns on the east side of the Interstate 5 which are consonant with both your projected traffic volume for 1992 and your proposal to enlarge the Haines Road exit on the east side.

3. In your revised draft Environmental Impact Statement, you should include a discussion of the following:

a. An estimated quantification of the increased noise and air pullution which will result from the increased traffic flow resulting from the interchange improvement. (Try to separate this data from an estimation of increased noise and air pollution arising from the widening of I-5 alone.)

b. A discussion of the changed land use which would probably result from the presence of an interchange such as is proposed at Haines Road, and upon which your projected traffic volume figures for 1992 are based. This should include a discussion of increased air and noise pollution resulting from that land use, in addition to that flowing directly from the roads and interchanges.

c. A discussion of the environmental impact on the east side of the Haines Road interchange if the east side exit-entrance is closed when Interstate 5 is widened.

d. A discussion of the environmental impact, including land-use projections, on both the east and west sides of Interstate 5 if the entire Haines Road interchange is closed.

e. A discussion of measures the Highway Division plans to take (tree planting, etc.) as an integral part of this project to minimize environmental detriment from air and noise and changed land use resulting from both the widening of I-5 and improvement of the Haines Road interchange.

You are to be complimented on your willingness to continue to investigate and evaluate this proposed activity.

We are confident that your decision to implement this action is not final and that this further study will be of assistance in your decision making processes. We will look forward to receiving your revised Study and the announcement of the conclusions you reach therefrom.

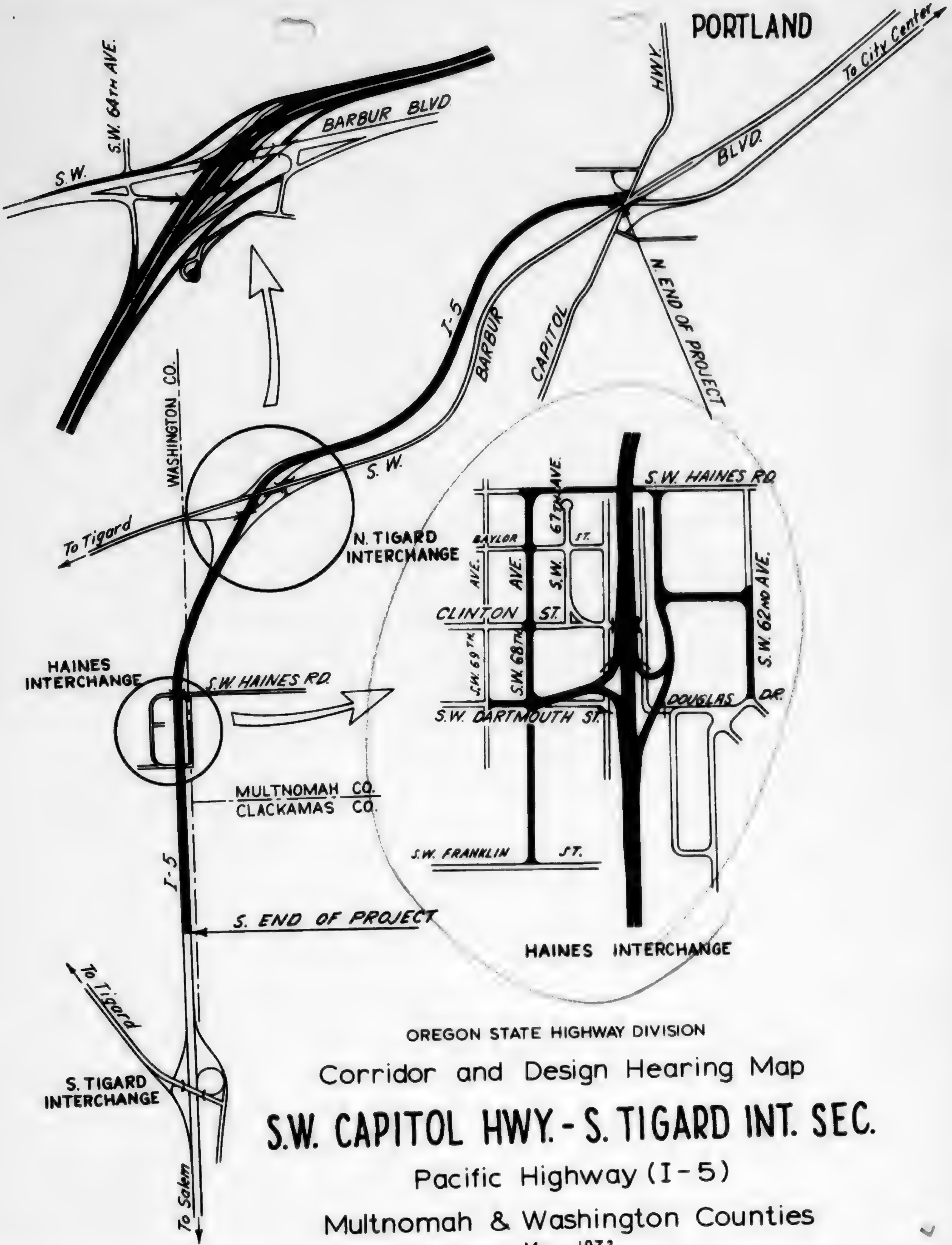
You may submit this letter as evidence of your having submitted your Project to the State Project Notification and Review System as required by OMB A-95.

Sincerely,

Cleighton Penwell

CP:Kl

Noted
GEORGE M. BALDWIN


PORTLAND
HWY.
To City Center
BLVD.
S.W. 64TH AVE.
BARBUR BLVD
S.W.
N. END OF PROJECT
CAPITOL
BARBUR
I-5
S.W.
WASHINGTON CO.
To Tigard
N. TIGARD INTERCHANGE
S.W. HAINES RD.
S.W. 67TH AVE.
BAYLOR ST.
AVE.
AVE.
S.W.
CLINTON ST.
S.W. 69TH
S.W. 68TH
S.W. 62ND AVE.
DOUGLAS DR.
S.W. DARTMOUTH ST.
HAINES INTERCHANGE
S.W. HAINES RD.
MULTNOMAH CO.
CLACKAMAS CO.
S.W. FRANKLIN ST.
I-5
S. END OF PROJECT
HAINES INTERCHANGE
To Tigard
S. TIGARD INTERCHANGE
To Salem

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

S.W. CAPITOL HWY. - S. TIGARD INT. SEC.

Pacific Highway (I-5)

Multnomah & Washington Counties

May, 1972

RECEIVED
MAY 19 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 18, 1972

TO Memo to the Files

FROM R. D. Asburry

R. D. Asburry
Assistant Programing Engineer

SUBJECT

On Wednesday, May 17, a meeting was held with representatives of the Local Government Relations Division to discuss the North Tigard Interchange-South Tigard Interchange Section of I-5 relative to A-95 review and its impact on the environment.

The following were in attendance: Frank Hall, L. H. Young, Gary Potter, D. N. Stoudmeyer, Mark Bovee, and R. D. Asburry, of the Highway Division; Robert Logan, William Kramer, Michael Kaiel, and Tom Gilbert, of the Local Government Relations Division.

The main point of interest seemed to be the Haines Interchange, as the six-laning of the freeway was just mentioned with no discussion regarding this aspect of the project.

Frank Hall showed maps of and explained the design for the Haines Interchange, stating that the same design had been presented to and concurred in by all the local agencies concerned. We were asked what document or information we had to show that this plan was compatible with local planning. A copy of the "Tigard Triangle Development Plan" was exhibited. Comparison of the two plans show that they were compatible.

Mr. Logan was skeptical that these two plans were compatible, insisting that if the interchange was maintained and further developed it would throw heavier loads on the local roads which are not adequate at this time. He insisted that dates be obtained showing when these local roads would be improved, suitable for such use. It seemed to be his contention that the interchange should not be in use until local roads were completed to handle the traffic from the interchange. No development plan was available for the area easterly of I-5. Mr. Logan also stated that though the local agencies had given concurrence in this design he thought that further studies should be made for the development of this area before approval could be given of the interchange; the thought being that the highway should be designed to control land development. The proposed design of this interchange would not do this, but would have an adverse impact on the land use in this area; he stressed the point that further studies should be made on the complete elimination of this interchange; also on a compromise plan of having an on- and off-ramp only on the southbound lanes of I-5 with alternate access to the adjacent areas.

It was pointed out to him that by using alternate access to this area, it would mean shifting the problem from one area to another, as like facilities would have to be made on the others as proposed on I-5.

This memo is to cover only the A-95 concept and to document that Mr. Logan stated that this would end the A-95 review, even though considerable discussion was made regarding the environmental statement. Mr. Logan stated that they would formulate their comments and questions regarding the environmental statement and submit them in writing directly to the Environmental Unit.

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
F. L. Hall
R. E. Royer
Gary Potter

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

I-5

DATE: May 18, 1972

To: **Frank Hall**
Design Engineer

Attention Adrian Olson

FROM:
L. W. Rulien
Regional Engineer

SUBJECT: **N. Tigard - S. Tigard Interchange Section**
I-5 "Haines Road Interchange"

Sometime ago you asked that we have further liaison with Multnomah County relative to those portions of S.W. Southview Street and S.W. 62nd Avenue that will be affected by our proposed Haines Road Interchange. Attached is a copy of a letter from Mr. R. L. Nordlander indicating that the County would require a minimum width of 40 feet between curbs. They indicate that 14 inches of base rock would be adequate thickness and they also offered to recommend to their Commission that the County acquire any right of way necessary for the street improvements. I suggest that we plan on constructing to the above dimensions and that as soon as our hearing has been held, and our plans jelled, that we advise the County of the right of way needs so that they may obtain them.

OK

NOTED BY
F. L. HALL

LWR/cr
cc H. S. Cox
R. T. Ewen

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2
3
4

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MAY 19 1972
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Requires Reply ☐
Bring Up
Other

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) [redacted] ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214
248-3591

May 15, 1972

Mr. Larry Rulien, Div. Engr.
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon 97202

RE: Haines Road Interchange

Dear Mr. Rulien:

We have reviewed the latest plans for the revision of the Haines Road Interchange on I-5, and are somewhat concerned about the improvements on S. W. 62nd Avenue and S. W. Southview Street. Revision of this interchange will be forcing more traffic to these two streets which are basically residential streets.

We feel the improvements to these streets should include 40 feet of paved surfacing, curbs on both sides and adequate storm drainage facilities. Street improvements of this nature will allow this residential area to have on-street parking and still allow for two lanes of through traffic. It would be our recommendation that the base material for these facilities be 14 inches in thickness.

Should it be determined that S. W. 62nd and Southview Street can be improved as stated above, as part of the interchange project, I would recommend to the Board of County Commissioners that Multnomah County purchase the additional right of way and any slope easements required for this construction, on these two streets.

Very truly yours,

ROBERT L. NORDLANDER
Director of Public Works

RLN:im

Encls. 2

REGION 1
☐ RE ☐ RME ☐ RCE ☐ CE
MAY 17 1972
☐ TE ☐ UE ☐ DES ☐ SEC

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

5 3

DATE May 17, 1972

TO K. A. Chatwood
Administrative Right of Way Agent
BUILDING

ORIGINAL SIGNED BY
FRANK L. HALL

FROM Frank L. Hall
Design Engineer

SUBJECT File No. 46047 - Galbreath
N. Tigard-Hubbard Intchg.
Pacific Highway
Washington County

Your letter of April 25, 1972, suggested that a retaining wall or some change in design be made to eliminate the need for the subject parcel.

The continuity of the section under the railroad structure connecting with the river bridge makes the taking, small as it is, essential. The Region has recommended that a uniform right of way line be held across this parcel, which will give sufficient area for standard slope treatment.

The list of heirs with interest in this property is astronomical but the necessary right of way to properly handle the slopes in this critical area is worth the $2,500 cost estimated in your letter.

FLH:jh
cc: L. W. Rulien
John Oakes
F. E. Terpin

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1972

SUBJECT: File No.46047 - Galbreath
N. Tigard-Hubbard Int.
Pacific Highway
Washington County

To: Mr. Frank Hall
Design Engineer

BUILDING

Could a retaining wall be constructed or some change made in your design that would eliminate the need for the very small parcel?

Attached is a copy of the heirs that have to be contacted to get clear title to this property. Condemnation will have to be used. It is estimated it will cost a minimum of $2,500 in time and fees to settle.

Note:
Use G rd Barrier
with Berm & ~~1½:1 Slopes~~
~~to stay outside of property~~
of R/W. See
letter from
Rulien
May 5, 1972
Hall

Please stay with Region
recommendation of 120'
Cole
by F.L. Hall
5/2/72

K. A. CHATWOOD
Administrative R/W Agent

KAC/bdr
Attach.
cc: Ken Rolfe
Larry Rulien

REFERRED TO
Hall
Design Engr.

5-5-72
Cole - Prepare road draft when Decision is made.

1	Hall	H
	A. Olson	
2	Terpin	T
3	Scott	S
	Swenson	
	R. Olson	
	Trout	VT

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APR 25 1972
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NOTED
W. E. COLE

VESTING:

CHESTER FISCHBUCK, EVA GALBREATH FISCHBUCK, SARA JANE GALBREATH FOULKS, DAN OLIVER GALBREATH, ANNA GALBREATH WECKERT, DELLA G. DUFFIELD, BERTHA CARPENTER, JAMES F. RIDENOUR, LOTTIE FRY, EFFIE CAMPBELL, MARTHA HEINKE, OLIVE CARR, EDNA WALGREVE, E. REX BECKER, EDNA A. SETTERSTEDT, HELEN E. BECKER, ALFRED F. STONE, JAMES EARL STONE, STELLA JOHNS, FLORENCE E. HOWE, MEREDITH MOFFATT, BESSIE BELLINGER, ELSIE POTTER, MORRIS GALBREATH, JOHN JACKSON GALBREATH, ELIZABETH GALBREATH, and MARY BELLEDEAUX, each as to an undivided 1/31st interest; JOSEPH A. WEST and NEVA B. COLE, each as to an undivided 1/62nd interest; LAWRENCE EDWARD BECKER, LAWRENCE EARL BECKER, and DANILLE BECKER McELLIGOTT, each as to an undivided 1/93 rd interest; MAXINE GALBREATH, JESSIE GALBREATH and BETTY LORENE GALBREATH, each as toan undivided 1/124th interest; JOSEPH A. GALBREATH, ANNA MARIE GALBREATH, THELMA L. GALBREATH, JOHN D. GALBREATH, BETTY JANE GALBREATH, CLARABEL GALBREATH, WILLIAM A. GALBREATH and MARY GALBREATH, each as to an undivided 1/279th interest; JAMES H. HAYNES, MAXINE JURGENS,JESSIE SMITH, And BETTY FITZLAFF, as to an undivided 1/496th interest; and JOSEPH GALBREATH, ANNA M. KELLY, THELMA L. WADDELL, BETTY MULLOY, JOHN D. GALBREATH, CLARA BELLE TOMLINS, AND WILLIAM A. GALBREATH, each as to an undivided 1/1953rd interest.--

Page 1 continued

7. (State's The State will construct at the time of the highway construction, at the locations and widths specified, all road

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 17, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
Haines Road Interchange
N. Tigard-S. Tigard Interchange Section

In reply to Mr. Hall's April 21, 1972 letter, the proposed preliminary layout sheet for the Haines Road Interchange is an acceptable geometric design solution. FAI participation subject to satisfactory resolutions of other project requirements could include that construction shown on the preliminary layout sheet as necessary to reestablish existing service.

5-19-72

Hunter

NOTED
E. S. HUNTER

5-22-72
Copy to
Frank Hall

NOTED
TOM EDWARDS

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1415

FORM E-30

FRANK Hall
Design Sec.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 15, 1972

SUBJECT:
N. Tigard Int.-Hubbard Interchange
Pacific Highway
Washington County
Fed. #I-5-5(23)

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION John R. Oakes
Asst. R/W Engineer

In answer to your teletype of May 8, 1972, a copy of which is attached, the subject files have been reviewed relative to the proposed revisions.

In reviewing the orignal liaison reports and additional field information the appraisers have uncovered, we feel that some of the original recommendations should also be revised. Liaison Agent Brindley has made the following determinations:

File 46043-Werth (Shell Service Station)

Additional R/W 20x390' = 7,800 s.f. @ $2.00	$15,600

This will require the revision of two appraisals but will have negligible effect on negotiations.

File 46044-Herbol (4-U Trailer Park)

Estimated cost of original 13,000 sf of R/W	6,500
Improvements	13,000
Relocation	2,200
	$21,700
Additional R/W 20x280' = 5,600 s.f. @ $.50	2,800
4 trailer pads @ $2,000 each	8,000
Relocation of 4 trailers @ $750	3,000
Damage for loss of septic system	* 25,000
	$38,800

*This amount was not included in the original liaison estimate. The sanitarian requires 100 feet of leach line per trailer instead of the 50 feet they now have. Acquiring any R/W from this property affects the septic system and reduces this marginal park to an uneconomic remainder.

Any acquisition from this property will be complicated and expensive. The total estimated R/W for all R/W including the suggested revision is $60,500.

NOTED
W. E. COLE

1 Hall
A. Olson
2 Terpin
3 Scott 6-19
Swenson
R. Olson

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File 46045 - Fleming (La Rose Trailer Park)

Additional R/W 20x550' = 11,000 s.f. @ $.50	$ 5,500
3 trailer pads @ $2,000	6,000
Relocation for 3 trailers @ $750 each	2,250
Damages for loss of septic systems	* 62,500
	$76,250
Estimated value of the (revised) original R/W area	17,000
	$93,250

*This amount was not included in the original liaison estimate. The original area of 17,300 s.f. taking will cause most of this damage. Any additional taking only accentuates the damage. Unlike the 4-U Trailer Park adjacent to this property, this park has the capacity to make rehabilitation feasible.

File 46046-Samuel

Estimated cost of original 9,800 sf of R/W	$ 7,500
Additional R/W 30x265' = 7,950 s.f.	4,000
Auto repair building	15,000
Site improvements	1,000
Relocation costs	2,500
	$22,500

This additional R/W will cause the dislocation of a business and the revision of an appraisal. It will not materially affect negotiations.

It is important to note that the revised and updated R/W cost estimates for Files 46044, 46045 and 46046 are as follows:

File 46044	$60,500
46045	93,250
46046	22,500
Total	$176,250

Based on these updated estimates, it may be in order to consider other alternatives from Station 207+00 to 217+00, such as a retaining wall.

File 46049-N.W. Natural Gas Co.

Additional R/W 10x890' = 8,900 s.f. @ $.50	$ 4,450
Improvements	3,200
Damages	* 30,000
	$37,650

An additional taking from this property will necessitate the revision of two appraisals. Our cost to cure estimates will not be affected.

*This $30,000 damage is caused by the original taking of Parcel #1 - 15,700 s.f. and Parcel #2 of 18,900. Any additional taking will not increase this much, but will complicate the negotiations.

File 46031-Washington County

Additional R/W 6,525 s.f.	$ 4,570

This will not affect R/W negotiations.

File 46048-Horton

Additional R/W 10,800 s.f.	$16,200

This additional R/W request will not affect negotiations materially. From all indications, this will be a condemnation.

File 36033-S.P.R.R.

Additional R/W 10,500 s.f.	$ 7,350

This will cause no acquisition problems.

File 38997-Schariff

Additional R/W 3,680 s.f.	$ 3,650

This should cause no negotiation problems.

Files 39000, 36028, 36029, 36030, 46017, 46015
Station 135+00 to 140+60 Left

Additional R/W Cost estimate

Land	$ 2,500
Improvements	12,000
Damages	2,000
Relocation costs	5,000
	$21,500

File 46008-Lakeside Development Co.

Additional R/W 1,550 s.f.	1,550

This should have no affect on negotiations.

The only significant takings would be the parcels from the trailer parks. This is extremely expensive R/W and should be avoided if possible. The loss of the drainfields is very critical and cannot be relocated on the property on File 46044. On 46045, it can be but only at great expense.

Our appraisers have been told to hold up on their appraisals until the Design Section has finalized plans for this section. Please advise us as soon as this is done.

KENNETH ROLFE
District R/W Supervisor

KR:KF

cc Frank Hall

MIL LRW 17 5-8-72 11-45 AM

KENNETH ROLFE

NORTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY

KRANKXAHKKXXHXXX

FRANK HALL, DESIGN ENGINEER, WANTS TO KNOW WHAT AFFECT IT WILL HAVE ON OUR NEGOTIATIONS AND WXXWX WHAT AFFECT IT WILL HAVE ON PROPERTIES IF FOLLOWING REVISIONS WERE MADE- NEED DATA FOR EACH

202 & 219 EXTRA 20 FEET ACROSS 46043, Trailer Ct. 46044, Trailer Ct. 46045 AND EXTRA 30 FEET ACROSS 46046. Shop Bldg.

EXTRA 30 FEET LEFT 204 PLUS 20 FILE 46048 AND EXTRA 10 FEET ACROSS 46049. N.W. Nat Gas

FLATTEN CORNER RIGHT 182 PLUS 00, 46031 /1/. Wash. Co. How much extra R/W?

EXTRA 10 FEET EXTENDING LEFT OF 135 PLUS 00 TO APPROXIMATELY 140 PLUS 60.

EXTRA 10 FEET 36033 -2- FROM 133 TO 139. S.P. R.R.

EXTRA 10 FEET FROM SHARFF STATION 128 TO END OF PROPERTY.

EXTRA 10 FEET 46008, STATION 110 PLUS 30 TO 112.

XBHKXRN

XBHHXXXX

2800

2)5600

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12

JOHN R. OAKES

GVO$.

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FEB 23 1972
FOR FILING

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 23, 1972

In reply refer to: 08-25-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(-)293
SW. Capitol Highway - South Tigard Interchange Section
Multnomah and Washington Counties
Draft Environment Statement

We have been informed by the Assistant Secretary for Environment and Urban Systems, Department of Transportation, that they have no specific comments to offer on this draft statement.

2-28-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

9615

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

D

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 2, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6( )293
SW Capitol Highway-S. Tigard Interchange Section
Draft Environmental Statement

We have received comments from our Regional office concerning the subject Draft Environmental Statement.

Please consider these comments and include a discussion of them in your final Environmental Statement.

Enclosure

cc:
OSHD (Tebeau)

2-4-72
REFERRED TO
~~[illegible]~~
BY DEPUTY STATE HIGHWAY ENGINEER
C C Young

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

NOTED
R. E. ROYER

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

√139

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: January 31, 1972

In reply refer to: 10-00.36

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

FROM : I. C. Lloyd
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project I-5-6( )293
SW Capitol Highway-S. Tigard Interchange Section
Draft Environmental Statement

Reference is made to your December 17, 1971 memorandum which transmitted the draft environmental statement for the subject project. Following are comments of the Regional Environmental Committee for your review and consideration in preparing the final environmental statement:

(1) Summary Sheet, item #6: This sentence should be revised to read, ". . . . available to the CEQ and the public: December 17, 1971." The Region office copy has been revised accordingly.

(2) DESCRIPTION AND PURPOSE OF PROPOSAL: This section should include all the pertinent data as required by Section 2a, Appendix E, PPM 90-1. In particular, we suggest there be included in the final submittal an aerial photograph of the project area with the proposed reconstruction and significant culture superimposed and/or identified thereon. Basic traffic data per PPM 90-1 (Appendix E, page E-1, Section 2a) should be included in the final environmental statement. This will serve to indicate the magnitude of traffic movements, especially on the ramp connection between the church and backyards of dwellings that face Douglas Drive to the south.

Some of the street network shown for local traffic circulation (on the sketch map) does not exist on the ground. A field review indicated parts of S.W. 68th Avenue and S.W. Dartmouth Street to be non-existent in the Haines Road Interchange area. If local street construction will be needed to restore traffic circulation, this fact should be brought out in the final environmental statement.

(3) PROBABLE IMPACT OF PROJECT ON ENVIRONMENT: We suggest this section be expanded to indicate whether sound level readings and monitoring of air pollutants have been conducted for the subject project, especially in the vicinity of where the Haines Road Interchange connects to S.W. 62nd Avenue on the east.

-more-

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1972
OREGON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN
GPO 901.614

(4) PROBABLE ADVERSE ENVIRONMENTAL EFFECTS: The nature of the disruption to affected commercial establishments should be discussed in greater detail to allow reviewers of the final environmental statement a better understanding of the adverse effects. We suggest the detour route (if known) to be used by motorists while the Haines Road structure is being reconstructed be shown on appropriate maps. The environmental impacts associated with rerouting such traffic through other neighborhoods should be discussed and evaluated in the final environmental statement.

(5) RELATIONSHIP . . . . PRODUCTIVITY: We suggest it be noted in the final environmental statement whether this proposal is compatible with long range land use planning as promulgated by Portland and Tri-county (Washington, Clackamas, and Multnomah) planning authorities having jurisdiction over adjacent areas.

(6) PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES, ETC: Reference is made to PPM 90-1, Appendix E, Section 2h. This section should be expanded as appropriate to incorporate all comments on the draft environmental statement, environmental comments contained in the public hearing transcript, along with a discussion of comments and suggestions, and disposition thereof.

(7) STEPS . . . . ENVIRONMENTAL EFFECTS: What steps, if any, will be taken to minimize the effects of the anticipated traffic increase and shift in the Haines Road Interchange, the effects of sound and air pollution, visual disturbances, etc? Additional comment appears warranted in the final environmental statement under this heading.

ON DIVISION

9615

RECEIVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
E30

JAN 28 1972

Mr. George M. Baldwin
Administrator of Highways
State Highway Division
135 State Highway Building
Salem, Oregon 97310

2-1-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Mr. Baldwin:

The Draft Environmental Impact Statement for the S. W. Capital Hwy.-S. Tigard Interchange Section of Interstate 5, received with your letter of December 17, 1971, has been reviewed by my staff. We do not know of any public recreation areas, projects or proposals that would be adversely affected by this highway project. The statement is adequate as it relates to our programs and interests.

Sincerely yours,

Maurice H. Lundy
Regional Director
by A. Sidney Malbon

cc:
David G. Talbot
Kessler R. Cannon

RECEIVED
JAN 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-2-72

cc: R. L. Schroeder
Vic Wolfe
Frank Hall

NOTED
E. S. HUNTER

ESH

9675

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
- Gladstone
- Happy Valley
- Lake Oswego
- Milwaukie
- Oregon City
- West Linn

CLARK COUNTY
- Camas
- Vancouver
- Washougal

COLUMBIA COUNTY
- Clatskanie
- Columbia City
- Prescott
- Rainier
- Scappoose
- St. Helens
- Vernonia

MULTNOMAH COUNTY
- Fairview
- Gresham
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Hillsboro
- North Plains
- Sherwood
- Tigard
- Tualatin

January 28, 1972

NOTED
F. B. KLABOE

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that the Executive Board of the Columbia Region Association of Governments in its meeting of January 21, 1972, reviewed the following highway projects:

(1) N. E. 122nd Ave.-N. E. 181st Ave. Section Columbia River Highway.

(2) N. W. Front Avenue-N. W. Yeon Avenue. Railroad Crossing Section FAU-7277.

(3) N. Tigard Interchange-S. Tigard Interchange Pacific Highway (I-5).

(4) St. Helens Road-N. W. 21st Avenue Section Industrial Freeway (I-505)

After reviewing each of these projects in relation to the Transportation Planning Program developed by the Columbia Region Association of Governments, the Board approved

N. W. Front-N. W. Yeon project;
N. E. 122nd Avenue-N. E. 181st Avenue; and the
N. Tigard Interchange-S. Tigard Interchange;

NOTED
R. D. ASBURRY

as being compatible with the regional transportation plan; therefore, urges funding of the projects.

Klaboe
cc. Schroeder
Hunter
Roger
Hall
Adolfe
Chase
Gifford

2-1-72

RECEIVED
JAN 31 1972
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

Regarding the St. Helens Road N.W. 21st Avenue Section of the Industrial Freeway, the Board recognized the need of such a facility, but they were also aware of the fact that alternative routes for this facility are under consideration.

Inasmuch as the Board did not have available to them any information that would clearly define the impact that each of the routes would have on the neighborhood, the Board felt that they should endorse the concept of and the need for such a facility, but would reserve the right to review additional information and impact statements on each of the alternative routes and would then make a judgment as to which one would be most compatible with the regional and neighborhood needs and goals.

Sincerely,

Homer C Chandler

Homer C. Chandler
Executive Director

HCC:jc

Gifford (CH)
6- Laning
Mult Co
I-5

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COUNTY & CITY SECTION
FEB - 4 1972
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☑ DPE ☐ CE ☐ RE ☐ RPE ☐

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

January 27, 1972

2-2-72
REFERRED TO
// [illegible]
DEPUTY STATE HIGHWAY ENGINEER

Mr. George Baldwin, Administrator
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: S.W. Capitol Hwy-N. Tigard
Interchange, Pacific Hwy (I-5)
PNRS #72012110

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval. However, Local Government Relations Division pointed out that, "the environmental impact statement covering this and other anticipated projects to the south was found to be deficient in a number of respects. Our approval of this project in no way removes our objections from the environmental impact statement."

You may use this letter as evidence of your having complied with the requirements of OMB A-95 as it relates to program review. It is not to be construed as approval of any environmental statements involving the project.

Sincerely,

Cleighton Penwell

2-3-72
cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. D. Albright
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
H. S. Coulter
John Sheldrake
L. W. Rulien

NOTED
TOM EDWARDS

RECEIVED
FEB [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

NOTED
L.H. [illegible]G
2-3-72

[illegible]
JAN 2 [illegible]
FOR [illegible]

January 20, 1972

Mr. Larry Williams
Executive Director
Oregon Environmental Council
4315 S. W. Corbett Avenue
Portland, OR 97201

Dear Mr. Williams:

I have your letter concerning the Draft Environmental Statement for the S. W. Capitol Highway-South Tigard Interchange Section of Interstate 5. We appreciate your concern and your willingness to share your views in order that they may be given consideration when the final draft statement is prepared.

I would, however, call your attention to two inconsistencies in your comments: First, I quote "The project is intended to further enhance Portland, Oregon as a focal point for the trucking industry and to pacify faster vehicular traffic." This statement does not focus on the true purpose of the improvement. Portland has long been and will continue to be the focal manufacturing point and seaport for the Columbia and Willamette River basins and is at the terminus of transcontinental and West Coast highways and railroads. The truck traffic is less than one sixth of the total volume of vehicles using this facility and we foresee no change in the make-up of traffic.

Second, on page 3 of your letter you indicate that trucks can accommodate weights via trailers to approximately 100,000 pounds. Federal laws passed in 1956 restrict those weights of vehicles on the Interstate System to something less than 80,000 pounds and we foresee no change in this regulation.

Don Byard, Environment Director, will be contacting you in the near future to arrange a meeting with your and your resource people and the Highway Division staff to discuss this proposed highway improvement.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc George M. Baldwin
F. B. Klaboe
R. L. Schroeder
R. E. Royer

DB:wj/TE:ms

OREGON ENVIRONMENTAL COUNCIL
4315 S.W. CORBETT AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-5369

K/U

V

AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland Branch
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Section, PNW Chapter
ANGLERS CLUB OF PORTLAND
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLACKAMAS COUNTY NEW POLITICS
CLATSOP ENVIRONMENTAL COUNCIL
COMMITTEE FOR VOLCANIC CASCADE STUDY
Portland, Oregon
COMMITTEE FOR MINAM ACTION, INC.
Portland, Oregon
ENVIRONMENTAL ACTIVIST COALITION
Lewis and Clark College
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
4-H CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Gervais, Illinois Valley, McKenzie River, Scappoose
GREENLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
INSURANCE WOMEN'S ASSOCIATION OF PORTLAND
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Beaverton, North Portland, Portland, Tigard
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL FOR NEW POLITICS
OREGON COUNCIL OF ROCK AND MINERAL CLUBS
Roseburg, Oregon
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON NURSES ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON SCIENCE TEACHERS ASSOCIATION
OREGON SOCIETY OF LANDSCAPE ARCHITECTS
Portland, Oregon
OREGON TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
O.S.U. MOUNTAIN CLUB, Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County, Portland
PORTLAND AUDUBON SOCIETY
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SALEM BEAUTIFICATION COUNCIL
SANTIAM ALPINE CLUB
Salem, Oregon
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland, Oregon
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
TRAILS CLUB OF OREGON
TROUT UNLIMITED
UNIVERSITY OF OREGON OUTDOOR PROGRAM
Eugene, Oregon
WILLAMETTE RIVER GREENWAY ASSOCIATION
WILLAMETTE TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION, Salem, Oregon
WOMEN'S ARCHITECTURAL LEAGUE OF PORTLAND
ZERO POPULATION GROWTH
Lane County, Portland

January 3, 1972

Mr. Tom Edwards
State Highway Engineer
Highway Building
Salem, Oregon 97310

Re: Draft Environmental Impact Statement
for SW Capitol Highway - South Tigard
Interchange, Interstate 5

Dear Mr. Edwards:

We have reviewed the above-mentioned Draft Environmental Impact Statement and have developed the following comments which we feel need to be taken into consideration before you begin writing your Final Statement:

Purpose

The project is intended to further enhance Portland, Oregon as a focal point for the trucking industry and to pacify faster vehicular traffic.

However, the environmental impacts are permanent and substantial, with no specific comments on the affected home owners expectations in selecting homesites subject to minimal exposure from the elements of sound, sight and smell; and how to minimize the sharply increased pollution factors resulting from the proposed program.

Recommendations

1. The North Tigard Interchange north to end of project is located in a more predominantly commercial area and may have justification for completion as proposed because of more generous physical barriers separating remaining residential homes from the pollution sources.

2. Haines Road south, including the proposed interchange to the south end of the project is subject to more severe topographical and safety factors which will require several conditions to be fulfilled before qualifying as a "public interest project."

NOTED
G. A. POTTER

NOTED
S. J. COUPER

Haines Road Interchange, cutting Haines Road will cause great inconvenience to the approximately 275 households in the Southwood Park area: S. W. Douglas Road and S. W. 62nd are the only roads into this residential area.

S. W. 62nd is an unimproved rough road which constitutes a great safety hazard to any form of vehicular traffic attempting to enter the area. S. W. 62nd must be repaired to handle this increased traffic load.

The proposed widening of I-5 from south end of project to Clinton Street will allow truck traffic to move approximately 40 feet closer to the S. W. 64th area and less than 50 feet from those back property lines, thereby destroying the livability of the residential area by excessive noise, vibration, and air pollution.

The only reasonable method which may be termed a compromise with the trucking industry is to lower the road by a minimum of 30 feet with the necessary fencing retaining walls, as well as replacement of natural foilage disrupted by the widening.

Alternatives

1. Improve the northbound exit from 15 into the Haines Road and Southwood Park area by elevating this exit, therefore not requiring the great expense of the project in money and pollution to livability of the area.

2. The state report ignores the pollution factor by considering only widening. No discussion relating to lowering of 15 or replacing the foliage barrier protecting residents was included in the report.

   The statement on page 3 is more evidence that Southwood Park, a partially isolated area, will be isolated from rapid access, in some instances, of emergency vehicles.

   Portland Community College draws most of their students from north of the college in Portland and Capitol Highway can serve as the main route. This does not justify a major interchange.

   The report draws the conclusion that the most severe impact will be to eliminate 16 residential units, disruption of commercial establishments, etc., and shows little concern for general noise pollution.

The report stresses the importance of widening the highway to accommodate trucks. The trucks that will benefit principally from the highway widening are the long-haul maximum legal capacity trucks. These trucks can accomodate weights via additional trailers to the tractors or pulling rig of approximately 100,000 lbs, plus. The noise potential is enormous, not to mention the vibration capacity of mass transmission and weight pulling conveyances, large laboring engines. The air pollution potential is quite enhanced from the large engines requiring greater fuel consumption to transport the loads.

The report does not give any impression of where or what interchange connections will occur via the Haines Road cut-off for trucks converging into the Mountain Park Freeway and other interchanges therefore creating the high pollution rate for the Southwood Park area, reinforcing the requirement that the road be lowered a minimum of 30 feet. This further may enable a possible underground interchange to be constructed, enabling the area to benefit in proportion to the trucking industry benefits. The underground interchange would possibly be a pioneering first, along the same line as underground wiring and telephone cables, creating more pleasing terraine alternatives with less noise and vibrations from the traffic, which obviously will increase from this construction project.

We would appreciate your comments on the above considerations.

Sincerely,

Larry Williams

Larry Williams
Executive Director

cc: Environmental Protection Agency
Department of Environmental Quality
LW:jai

RECEIVED
JAN 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1972
FOR FILING

United States Department of the Interior
NATIONAL PARK SERVICE
920 N. E. 7th Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

January 18, 1972

Mr. L. H. Young
Programming and Planning Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental statement for the proposed highway project designated as

S.W. Capitol Hwy.-S. Tigard Interch. Sec.
Interstate 5
Multnomah and Washington Counties

This proposed project will not affect National Park Service interests or programs. Our comments then refer to other environmental aspects.

On page 5 the discussion points out that revision of the North Tigard Interchange will facilitate faster, easier movement of traffic. This would possibly be true insofar as traffic on Interstate 5 itself is concerned. However, it appears that traffic from Pacific Highway West heading toward Portland via Interstate 5 will face a less favorable situation in that it must merge with the slower truck traffic.

The Haines Road Interchange will seemingly have adverse effects on the residents adjacent to the facility in addition to the additional sound and air pollution mentioned on page 6. Not the least would be the safety hazards created by added traffic on S. W. 67th Avenue. Further the traffic pattern might prove confusing and cumbersome to the average motorist. The proposed interchange should perhaps be considered only as a solution to immediate and relatively short range problems.

NOTED
E. S. HUNTER

We appreciate the opportunity of reviewing and commenting on this draft.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

By Edwin L. Arnold
Edwin L. Arnold, Acting

cc: January 20, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
W.H. Tebeau
H.S. Cox
B.L. Gifford
L.W. Rulien
John Sheldrake

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1972
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

BEN GIFFORD

Ryan
Chen
Gifford
Hall

9615

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 14, 1972

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2	S.W. Capitol Hwy.-N. Tigard Int.
	Pacific Highway (I-5)
Federal Aid Interstate	Multnomah County

The estimated date of filing for federal-aid funds on this project is May 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By L. H. Young
L. H. Young
Programing Engineer

Attachment

BLG:js

cc:
- R. E. Simpson, FHWA
- E. S. Hunter
- F. L. Hall
- D. H. Moehring
- R. E. Royer
- W. D. Albright
- W. H. Tebeau
- Roger Trygstad
- H. S. Cox
- B. L. Gifford
- R. N. Chase
- H. S. Coulter
- John Sheldrake ✓
- L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
JAN 17 1972
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: S.W. Capitol Hwy.-N. Tigard Intchge. Sec.
Pacific Highway (I-5)
Multnomah County
January 14, 19 72

FROM: Applicant Agency State Highway Division — Salem, Oregon (Address)

Contact Person L. H. Young — 378-6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X ......(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District two (2) City Portland

County Multnomah Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies ......

3. **Federal Program**

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share $ 6,000,000
Loan ...... Grant X
Local Applicant Share (if any) $ ......
State Agency Share $ 500,000
Other (Specify) $ ......
Total $ 6,500,000

Source of State Agency Share
General Fund $ ......
Other Funds (specify) $ 500,000 Highway

Indirect Cost Reimbursement
No X Yes ...... $ ...... (Approx)

Will Federal share change: No X

Yes, from ......% to ......%

When ......

5. Period Covered by Projects

Beginning date .... September 1972 ....
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... two years ....

Approximate ending date .... October 1974 ....

Will renewal be requested? Yes .... No X ....

6. Estimated Application Filing Date .... May 15, 1972 ....

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

S.W. CAPITOL HWY.-N. TIGARD INTCHGE. SEC., PACIFIC HIGHWAY, MULTNOMAH COUNTY

This project consists of preliminary engineering, acquisition of right-of-way, grading, paving, structures and incidental work required to reconstruct the existing substandard facility to a six lane freeway having current interstate standards.

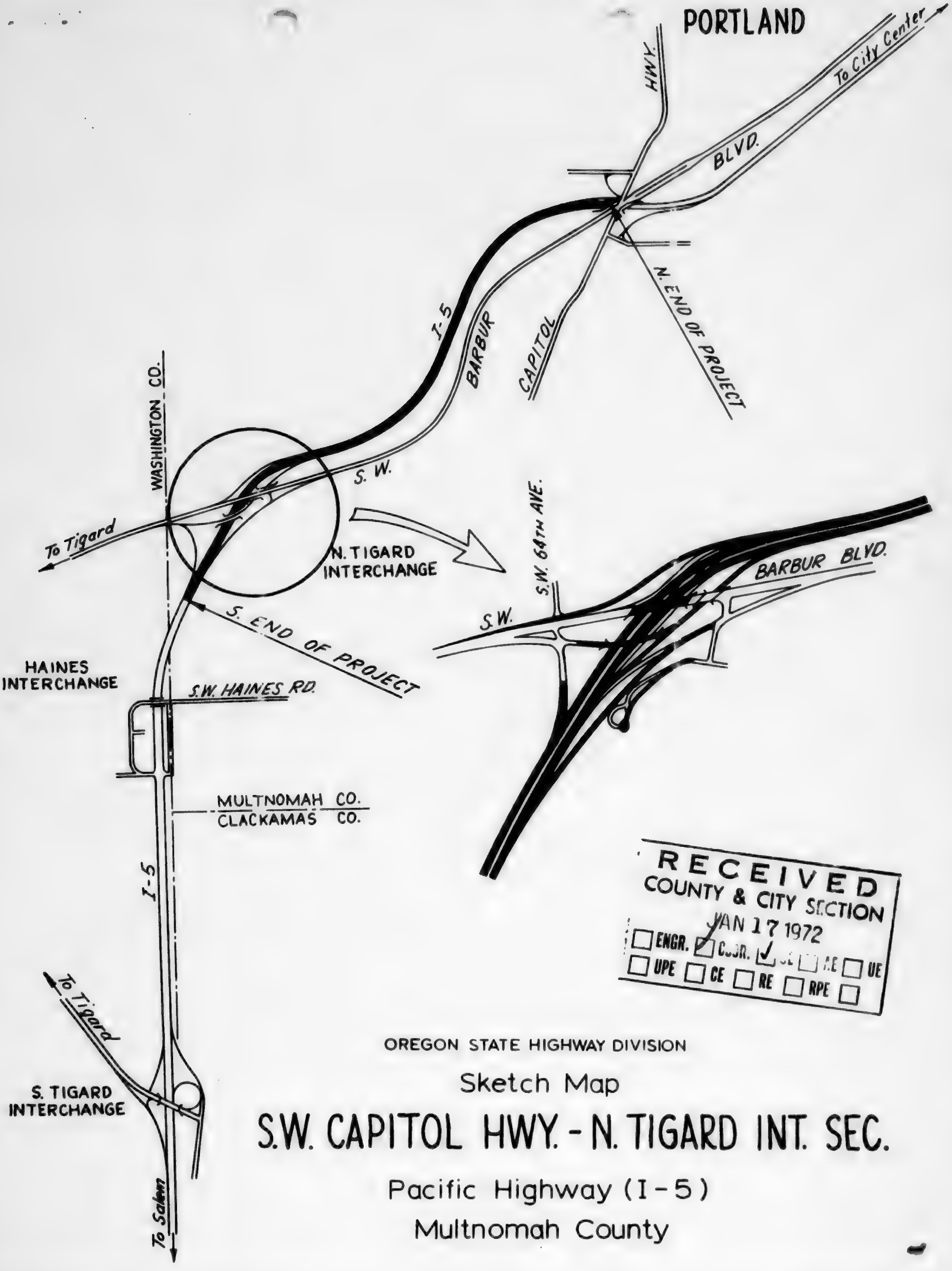
The section is approximately 1.0 mile in length, running from the Capitol Highway structure through and to the southerly end of the N. Tigard Interchange. The existing ADT is 47,000, approximately 10 percent trucks, and the projected 1990 ADT is 65,900.

The proposed six-laning will be accomplished by reconstructing the N. Tigard Intchge. to accommodate the six-lane widening. The associated ramps and frontage roads will be redesigned to meet present interstate standards. An additional climbing lane for northbound traffic will be constructed from the Capitol Highway structure to the N. Tigard Intchge. The new freeway will be constructed on the present alignment and grade and will have a variable 8.4' to 16' median, three 12-foot travel lanes in each direction and 12-foot shoulders. A positive barrier will be constructed in the median area to separate opposing traffic lanes. Access will be fully controlled.

The impact on the quality of human environment is such that an environmental draft has been prepared covering the area from S.W. Capitol Hwy. to the S. Tigard Intchge. This E.I.S. was distributed December 17, 1971 to the appropriate clearinghouses and federal agencies for review and comment.

This project will help meet the objectives outlined in section VI-1 of the Goals for a Livable Oregon by the filing with the FHWA prior to July 1, 1975, all P.S. & E. documents for the up-dating and completion of this section of the interstate system as specified in Section 124, Title 23 U.S.C., P.L. 91-605, "Federal Highway Act of 1970."

See the attached map for geographical location.


PORTLAND
HWY.
To City Center
BLVD.
I-5
BARBUR
CAPITOL
N. END OF PROJECT
WASHINGTON CO.
S. W.
To Tigard
N. TIGARD INTERCHANGE
S.W. 64TH AVE.
S.W.
BARBUR BLVD.
S. END OF PROJECT
HAINES INTERCHANGE
S.W. HAINES RD.
MULTNOMAH CO.
CLACKAMAS CO.
I-5
To Tigard
S. TIGARD INTERCHANGE
To Salem

RECEIVED
COUNTY & CITY SECTION
JAN 17 1972
☐ ENGR. ☑ COOR. ☑ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Sketch Map

S.W. CAPITOL HWY. - N. TIGARD INT. SEC.

Pacific Highway (I-5)

Multnomah County

RECEIVED
JAN 17 1972
FORM E-30-X 12-67

FOR FILING
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1214
Pac E

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
January 14, 1972

To: MEMO TO THE FILE

SUBJECT: CRAG
Environmental Impact
Statement

On Friday, January 7, I attended a CRAG meeting at which the environmental impact statements for the proposed Austin Road Interchange project on the Sunset Highway and the Capitol Highway-South Tigard Interchange project on I-5 were discussed.

There was considerable critical comment concerning our Draft Impact Statement. Primarily, the "depth" of the statement was questioned. No one appeared to know just what the impact statement should say, however, several felt that it should say more than it did. Specifically, they felt it should speak to any and all relationships with mass transit (park and ride stations), etc. It was also indicated that any and all relationships with the project with local plans and/or local planning goals, and conformance or nonconformance thereto should be pointed out. It was also indicated that either mention and/or more emphasis should be placed on the meetings, both the coordinated effort and/or liaison that has been undertaken by the Highway Division and local entities of government concerning the projects up to the time of the impact statement.

They were advised that we would appreciate their comments' and that insofar as it would be possible or practical we would attempt to come out with impact statements that met the needs. They are going to study these impact statements and favor us with their advice.

One thing brought out was that although the individual participants receive the impact statement from CRAG, they would nevertheless appreciate a direct mailing of the impact statement to the local governmental jurisdiction affected. This was commented on by the representatives of the City of Tigard and Washington County. I would suggest that our mailing list be broadened to include all governmental units within a reasonable distance of any project.

L. W. Rulien
Regional Engineer

LWR/cr
cc R.L. Schroeder
Robert Royer

NOTED
R. L. SCHROEDER

RECEIVED
JAN 5 - 1972

FOR FILING

RECEIVED
JAN 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. B. KLABOE

TO: L. H. Young, Program & Planning
Highway Division

DATE: December 31, 1971

FROM: Bill Kramer, Supervisor
Federal Aid Coordination Section

SUBJECT: N. Tigard-S. Tigard Interchange
Pacific Highway
PNRS 71.0508

I am attaching for your information a copy of the comments of Local Government Relations Division and Housing Division regarding the subject proposal. As a result of the conference held on December 10, 1971 and these comments resulting therefrom, the Clearinghouse has reached the following conclusions:

1. Unresolved conflicts remain.

2. Clearinghouse will require final review and comment upon the application as provided in OMB A-95, Part I, Section 4 C.

3. During the interim the Clearinghouse will attempt to assist in the resolution of the problems, as provided in OMB A-95, Part I, Section 4 B.

4. Many of the questions and concerns expressed regarding this proposal can be addressed in an in-depth consideration of the environmental impact statement with the present programmatic review.

In reference to sub-paragraph 4 above, we would like to point out that in addressing the five points in Section 102(2)(C) which have become the general format for environmental impact statements, consideration should be given to the preceding sections of the act, which point out that (in Section 102(2)(A)) there is need to "utilize a systematic, interdisciplinary approach which will insure integrated use of the natural and social sciences and the environmental design arts in planning and in decision making which may have an impact on man's environment" and in Section 102(2)(C) which requires procedures "... which will ensure that presently unquantified environmental amenities and values will be given appropriate consideration in decision making along with economic and technical considerations."

In other words, the planning, as well as the environmental statement resulting therefrom, should reflect an evaluation of the impact on the neighborhood and residents thereof, as well as the total metropolitan community. It should consider both unquantified amenities as well as the more conventional cost/benefit ratios. The review should be multi-disciplinary in nature and should consider in depth secondary and cumulative effects of the proposed action in addition to the primary purpose and effect.

cc: Kess Cannon
LGRD
Housing

CC Klaboe
Hunter Olson Tebeau Chase
Hall Wolfe Royer Gifford. 1-3-72

81.128.3016

STATE OF OR GON

INT OFFICE MEMO

TO: Bill Kramer
Federal Aid Section

DATE: December 27, 1971

FROM: Dave Pedersen
Local Government Relations Division

SUBJECT: PNRS 71,0508 - Tigard Interchange

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DEC 28 1971
FEDERAL AID
COORDINATION

Based on the conference held last Friday regarding our objections to the Highway Division proposal for reconstruction of the Tigard Interchange, I feel the following points were made clear:

1. We agreed to allow Highway Division to proceed with preparation of environmental impact statement with a further request to justify not only the interchange as it exists, but as it is proposed to be improved.

2. We agreed that Highway Division should proceed with its contacts with BPR regarding funding of alternative design proposed by local governments in the area.

3. We still object to both the concept of the Haines Road Interchange and the inherent dangers of such an interchange located so closely between the two Tigard interchanges. Improvement may result in more traffic volume using the interchange thereby increasing the hazard.

Our objections to the concept may lead us to an eventual rejection of the proposal once the additional material is prepared.

DP:nm

b. Receiving and disseminating project notifications to appropriate State agencies in the case of the State clearinghouse and to appropriate local governments and agencies in the case of regional or metropolitan clearinghouses; and providing liaison, as may be necessary, between such agencies or bodies and the applicant.

c. Assuring, pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, that appropriate State, metropolitan, regional, or local agencies which are authorized to develop and enforce environmental standards are informed of and are given opportunity to review and comment on the environmental significance of proposed projects for which Federal assistance is sought.

d. Providing, pursuant to Part II of these regulations, liaison between Federal agencies contemplating direct Federal development projects and the State or areawide agencies or local governments having plans or programs that might be affected by the proposed project.

4. Consultation and review

a. State, metropolitan, and regional clearinghouses may have a period of 30 days after receipt of a project notification in which to inform State agencies, other local or regional bodies, etc., that may be affected by the project (including agencies authorized to develop and enforce environmental standards) and to arrange, as may be necessary, to consult with the applicant on the proposed project.

b. During this period and during the period in which the application is being completed, the clearinghouse may work with the applicant in the resolution of any problems raised by the proposed project.

c. Clearinghouses may have, if necessary, an additional 30 days to review the completed application and to transmit to the applicant any comments or recommendations the clearinghouse (or others) may have.

d. In the case of a project for which Federal assistance is sought by a special purpose unit of government, clearinghouses will assure that any unit of general local government,

STATE OF OREGON

15

FEDERAL AID
COORDINATION

71.508

TO: Bill Kramer, Manager
Federal Aid Coordination Unit

DATE: December 13, 1971

FROM: M. Gregg Smith, Administrator
Housing Division

SUBJECT: A95 Review/Environmental Impact Statements

A major concern of our Division is capital improvement projects, such as highways and urban renewal, which demolish low and moderate income housing.

11

While I understand that state and local governmental agencies make every effort to obtain relocation units for persons displaced by capital improvement projects, this may not be enough. Very little housing is being built at the lower end of the economic scale and the proportion of low-cost housing is decreasing in relation to the total. In the decade 1960-1970 housing units in Oregon costing less than $10,000 dropped from 50 percent to 20 percent of the total.

I would propose that when a capital improvement project is launched that a survey be taken of the number of low and moderate income housing units displaced and compare this with the number of units constructed that year in the affected market area. Further, I propose we establish a normal vacancy rate for various categories of housing for the market area. If the net result of the capital improvement project is a decrease in the number of low and moderate income units, and such a decrease causes a reduction in the vacancy rate below the norm, then we may have heightened the competition for low and moderate income units to the point where they are, for all practical purposes, unavailable. In such a situation I would like to propose the development of new housing to replace that demolished by the capital project.

In all future environmental impact statements which relate to housing I would like to see this issue addressed.

I would be happy to work with interested parties on ways to construct low and moderate income replacement units. The 1970 Relocation Act lays out ways this might be accomplished.

cc: L.H. Young

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING December 24, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

12-24-71

Clearinghouse #	Applicant	Project Description	Location	Admin. Dist.
71.0586	College Green Estates Division No. 4	Application for Subdivision Feasibility Analysis	Ontario	14
71.0587	Dept. of Vocational Rehabilitation	Handicapped Migrant Worker Project (refunding) $ 53,231	Malheur County	14
71.0588	Willamette University via Educational Coordinating Council	Annual Interest Grant - Interest Subsidy on $700,000 Loan - New Facility	Salem	3

NOTED
E. B. KLABOE

REPORT OF ENVIRONMENTAL IMPACT STATEMENTS:

71.0585	Highway Division	SW Capitol Hwy-S Tigard Interchange-Interstate 5	Multnomah & Washington Counties	2

* * * * * *

71.0589 General Services Administration has been authorized to procede with a site investigation for the proposed new Courthouse and Federal Office Building in Eugene. Representatives from General Services Administration plan to study various possible building locations within the delineated area bounded by Fifth Avenue on the north; 11th Avenue on the south; Charnelton Street on the west; and High Street (plus 1/2 block) on the east. A site of about

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12-28-71
L.H.Y.

144,500 square feet is required, and would appreciate receiving any planning data you may have for this community in the areas of economic development, transportation, proposed community facilities, socio-economic considerations, environmental factors, etc.

Your comments and/or recommendations are solicited. Please respond not later than January 18, 1972.

* * * * * *

71.0590 The Bureau of Sport Fisheries and Wildlife of the Department of the Interior is planning to undertake the direct Federal project, described below, on or about F.Y. 1972-1973.

"This Bureau proposes to acquire 595 acres of land as an addition to the Klamath Forest National Wildlife Refuge near Chiloquin, Oregon. These lands are within the area orignally approved by the Migratory Bird Conservation Commission on March 11, 1958 and considered to be part of the minimum area necessary to effectively develop and administer this refuge."

71.0591 HEW's Office of Education has furnished the State Central Information Reception Agency (Clearinghouse) with a tabulation of the actual annual allotment to the State based on funds appropriated to the department for FY 1972.

This tabulation is by activity, Federal Catalog Number and dollar amount. Copies are available at the Clearinghouse.

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 20 1971
FOR FILING

December 17, 1971

Executive Department
Federal Aid Coordinating Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with the National Environmental Act of 1969 (Public Law 91-190), attached are eight copies of the Draft Environmental Impact Statement for State Agency review and comment.

District No. 2	S.W. Capitol Hwy.-S. Tigard Int. Sec.
	Interstate 5
Federal-Aid Interstate	Multnomah and Washington Counties

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that no comments are forthcoming.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
W. H. Tebeau
R. N. Chase
H. S. Cox
B. L. Gifford
L. W. Rulien
John Sheldrake

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

DRAFT

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

S. W. CAPITOL HWY.-S. TIGARD INTERCH. SEC.
INTERSTATE 5
MULTNOMAH AND WASHINGTON COUNTIES

A proposal to widen this section of Interstate 5 to six lanes, revise two interchanges and construct a truck lane.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

12-10-71
Date

Assistant State Highway Engineer

CLEARED BY FHWA FOR CIRCULATION AND COMMENTS

12-13-71
Date

For Division Engineer

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October 29, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearinghouse #	Applicant	Project Description	Location	Admin. Dist.
71.0507	Highway Division	Austin Road Intchge Sunset Highway $1,500,000	Washington County	2
71.0508	Highway Division	N. Tigard-S. Tigard Intchge-Pacific Highway (I-5) $3,550,000	Multnomah and Washington	2
71.0509	Highway Division	Morgan Lake Phase IV, Development $ 4,000	Union County	13
71.0510	Highway Division	Union City Park $ 9,948	Union	13
71.0511	Highway Division	Riverside Park Storybook Village Development $ 6,000	Union County	13
		Mill Creek Park (Phase I) Acquisition $ 8,000	Union County	13
71.0512	Highway Division	Santana Park Development $ 1,500	Marion County	3
71.0513	Highway Division	The Heads, Port Orford $ 100,000	Curry County	7

10-29-71

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REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING October 29, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0514	Highway Division	Skinners Butte Riverfront Development, Phase III $ 16,000	Lane County	5
71.0415	Highway Division	Wilark Park Development $ 5,000	Marion County	3
		Claggett Creek Park, Development $ 1,500	Marion County	3
71.0516	City of Dufur	Water Supply System $ 359,800	Dufur	9
71.0519	Port of Portland	Portland International Airport - Runway 10R-28L and Taxiway Strengthening $1,100,000	Portland	2

REPORT OF ENVIRONMENTAL IMPACT STATEMENTS

71.0517	Highway Division	Grants Pass-New Hope Rd Jakcsonville Highway	Josephine County	8
71.0518	Highway Division	Hess Creek-Chehalem Creek Pacific Highway West	Yamhill County	3

PUBLIC NOTICE NO. 71-N-25 - BRIDGES - U.S. Coast Guard

The Oregon State Highway Division has requested the Coast Guard to amend the drawbridge regulations for the Willamette River Highway Bridge at Corvallis.

The Coast Guard is considering revising the regulations for the Van Buren Street bridge across the Willamette River in Corvallis, to permit the draw to remain closed to the passage of vessels. The draw is presently required to open if at least 6 hours' notice has been given. This change is being considered because there have been no requests for openings of the draw since October 5, 1960.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views in writing concerning the above proposed regulation, in sufficient detail to establish a clear understanding of the reason for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attention: Aids to Navigation Branch, 618 Second Avenue, Seattle, Washington 98104, through November 19, 1971.

7815

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Const
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N. Tgd - S Tgd.

[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. L. Porter, State Highway Engineer DATE: October 26, 1971

Young
10-28

FROM: Federal Aid Coordination Unit
301 Public Service Bldg., Salem

SUBJECT: N. Tigard Intchge. S Tigard Intchge, Pacific Highway (I-5)
PNRS #71.0508

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by November 15, 1971.

If you have questions or need assistance, please let us know.

NOTED
TOM EDWARDS

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WCK:mv

TOM EDWARDS

81-125-0015

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OCT 21 1971
FOR FILING

October 21, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2 — N. Tigard Intchge.-S. Tigard Intchge.
Pacific Highway (I-5)
Federal-Aid Interstate — Mult. and Wash. Counties

The estimated date of filing for federal-aid funds on this project is May 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
R. E. Royer
W. D. Allbright
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. L. Schroeder
John Sheldrake
L. W. Rulien

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project:
N. Tigard Intchge.-S. Tigard Intchge.
Pacific Highway (I-5)
Mult. and Wash. Co's.

October 20, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon
Address

Contact Person L. H. Young 378-6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District two (2) City - - -

County Mult. & Wash. Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies - - -

3. Federal Program

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

---

4. Estimated Project Cost

Federal Share $ 3,275,000
Loan Grant X
Local Applicant Share (----)
(if any) $ ----

State Agency Share $ 275,000

Other (Specify) $ ----

Total $ 3,550,000

Source of State Agency Share

General Fund $

Other Funds (specify) $ 275,000 Highway

Indirect Cost Reimbursement

No X Yes $
(Approx)

Will Federal share change: No X

Yes, from % to %

When

5. **Period Covered by Projects**

Beginning date .... June 1973 ....
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... 18 months ....

Approximate ending date .... January 1975 ....

Will renewal be requested? Yes .... No ..X..

6. **Estimated Application Filing Date** .... May 15, 1972 ....

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

N. TIGARD INTCHGE.-S. TIGARD INTCHGE. SEC., PACIFIC HWY. (I-5)
MULTNOMAH AND WASHINGTON COUNTIES

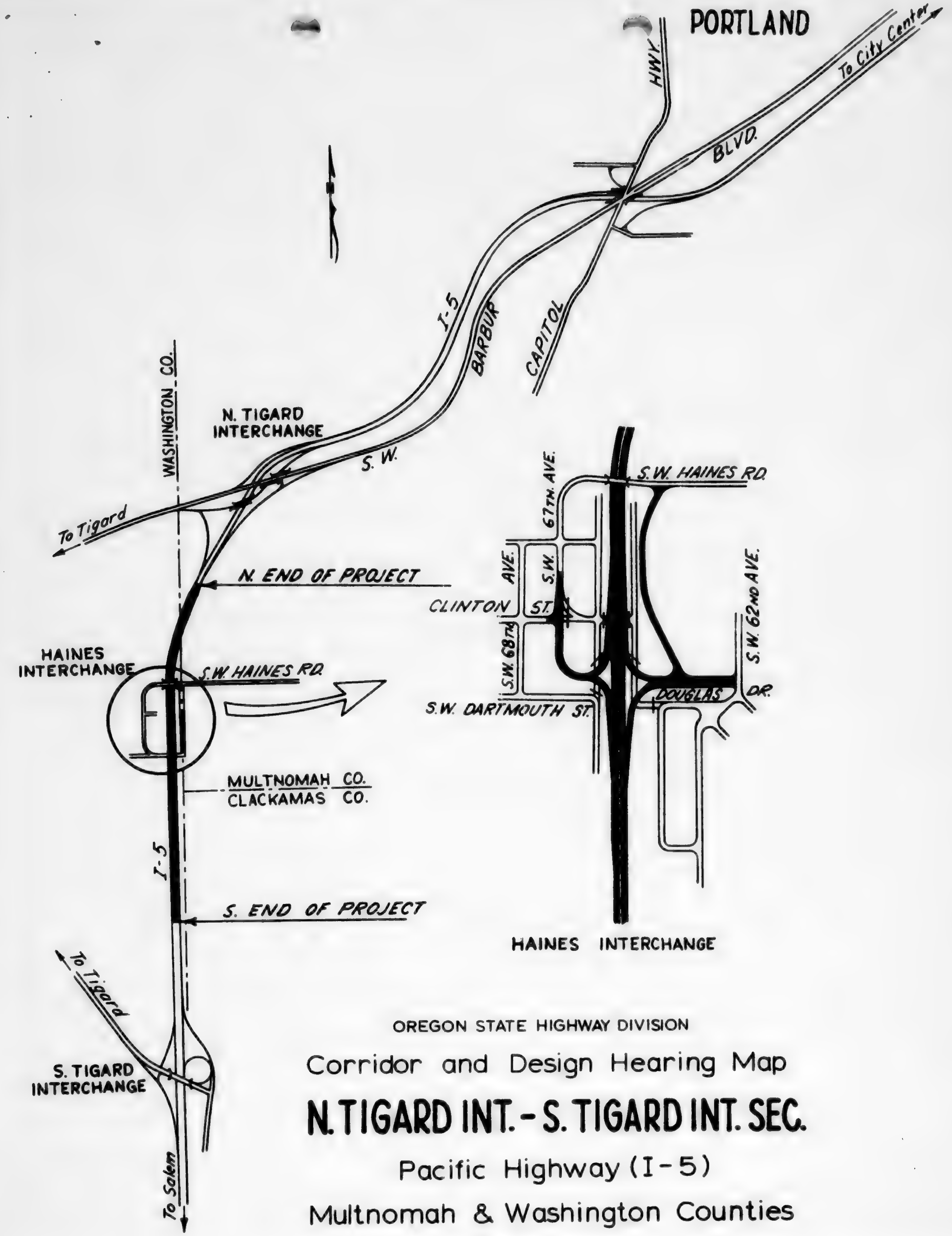
This project consists of preliminary engineering, acquisition of right-of-way, grading, paving, structures and incidental work required to reconstruct the existing substandard four lane facility to a six lane freeway having current interstate standards.

This section is 0.90 mile in length and the existing ADT is 47,000, approximately 10 percent trucks, and the projected 1990 ADT is 65,900.

The proposed six-laning will be accomplished by widening on both sides of the existing highway on the present alignment and grade. The highway will have a 16-foot median, three 12-foot travel lanes in each direction and 12-foot shoulders. A positive barrier will be constructed in the median area to separate opposing traffic lanes. The Haines Road undercrossing will be reconstructed to accommodate the 6-lane widening and associated ramps will be redesigned. Access will be fully controlled.

This project will help meet the objectives outlined in Section VI-1 of GOALS FOR A LIVABLE OREGON by the up-grading and completion of the interstate highway system.

See attached map for geographical location.


PORTLAND
HWY.
To City Center
BLVD.
CAPITOL
BARBUR
I-5
S.W.
WASHINGTON CO.
N. TIGARD INTERCHANGE
To Tigard
N. END OF PROJECT
HAINES INTERCHANGE
S.W. HAINES RD.
MULTNOMAH CO.
CLACKAMAS CO.
I-5
S. END OF PROJECT
To Tigard
S. TIGARD INTERCHANGE
To Salem
S.W. HAINES RD.
67TH AVE.
S.W.
AVE.
CLINTON
ST.
S.W. 68TH
S.W. 62ND AVE.
S.W. DARTMOUTH ST.
DOUGLAS
DR.
HAINES INTERCHANGE

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

N. TIGARD INT. - S. TIGARD INT. SEC.

Pacific Highway (I-5)

Multnomah & Washington Counties

RECEIVED

FOR FILING

September 16, 1971

Mr. Ken Meng
Director of Public Works
Washington County Courthouse
Second and Main Streets
Hillsboro, Oregon 97123

Dear Mr. Meng:

Subject: Haines Road Interchange
North Tigard Interchange-Hubbard
Interchange
Pacific Highway, Washington County

Reference is made to your letter of August 13 in regard to the Haines Road Interchange.

The plans for this proposed interchange have again been reviewed and I am advised that the pattern as proposed by the Highway Division is better oriented to serve the projected traffic for the overall area, and it also utilizes the existing interchange street system. The pattern indicated in the Tigard Comprehensive Plan is workable; however, it cannot be considered as a definite improvement and a clearly preferable alternate to the original plan. In addition, it requires construction of at least portions of the Comprehensive Plan in order to function.

This has been discussed previously in at least two meetings, and on several occasions with Federal Highway Administration personnel. As previously advised, we are willing to consider construction of the pattern to fit the Tigard Comprehensive Plan if this is the desire of the local governmental agencies; however, since there is no particular benefit or advantage to the road user, we have been advised that the cost of the additional streets necessary to make it function would not be eligible for Interstate fund participation.

It will be necessary to hold a public hearing on this section and, under the circumstances, we have no choice but to go with the original pattern. While this does not match the Comprehensive Plan, there is no reason to believe that it would not function satisfactorily in conjunction with that Plan if or when the Plan is implemented.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

ADO:jp kw

cc: John McIntyre, Director of Public Works--Clackamas County
Robert Nordlander, Department of Public Works--Multnomah County
Steve Telfer, City Administrator--City of Tigard
Richard Wilbrodt, Administrative Officer--Washington County
Bob McDougald, Planning Director--Washington County
Chief, Engineering Division--Washington County

bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
Frank L. Hall
L. W. Rulien
H. S. Cox

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
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ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

August 13, 1971

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Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Haines Road Interchange, North
Tigard Interchange - Hubbard
Interchange Section, Pacific Hwy

Dear Mr. Edwards:

By letter of May 13, 1971 I informed your Division that the Washington County Board of Commissioners, by Minute Order #71-205 were on record as favoring the Tigard Comprehensive Plan, and more specifically, that portion in the vicinity of the Haines Road Interchange. I stated that while the County could not at this time commit funds for the re-development of the area along the lines indicated by the Tigard Plan. The Board of Commissioners requested that your Division re-evaluate the proposed reconstruction of the subject interchange.

By your letter of June 17, 1971 you advised me that inasmuch as no funds were available to your Division for implementing this change, you were proceeding along the lines of your original design for the interchange.

Said interchange effects Washington, Clackamas and Multnomah Counties, as well as the cities of Portland and Tigard and, surrounding property owners such as the Portland Community College, Farmers Insurance Group and others.

In the construction of a normal interchange involving your highways and other public roads, your Division provides the funds and all construction within the "controlled access area", Any adjustments, frontage roads or other facilities needed to accommodate the interchange and lying outside the controlled access lines are constructed and paid for by your Division and relinquished to the local jurisdiction by virtue of an agreement.

The Haines Road Interchange as it now exists is elongated with the overpass and the off - on ramps being separated by approximately 1300 feet. Early last year, while exploring the possibilities of consolidating the interchange into one location, we were informed by your Division that required weaving patterns for the interchanges lying both north and south of the subject interchange prohibited the consolidation of the subject interchange. Thus, your proposal was to maintain this approximately 1300 feet of separation in the interchange. Accordingly, the two north-south routes connecting the two portions of this interchange on both the east and west side of I-5 in our opinion constitute an integral part of the interchange rather than frontage roads.

The Tigard Comprehensive Plan referred to in my May 13th letter has now been completed and an excerpt from this plan is attached. You will note that on the west side of I-5 the major north-south boulevard is now placed on 69th Avenue rather than 70th, as I had indicated in said May 13th letter. The result is that the north-south facility is one block closer to I-5 than originally thought, and only one block west of your proposed connection.

Recent discussions with officials from Clackamas and Multnomah Counties indicates that problems also exist on the east side of I-5 and more specifically the most efficient location for the north-south connecting route between the two legs of the interchange.

Since, in our opinion, the north-south connecting facilities lying on either side of I-5 and completing the interchange are an integral part of that interchange, and not merely frontage roads, and since these connecting routes effect the efficient movement of traffic in both Multnomah and Washington Counties and, finally since the major north-south boulevard envisioned for the general area west of I-5 falls on 69th rather than 70th, we would request that you again discuss this matter with the Federal Highway Administration officials. We would also suggest that you consult with Multnomah and Clackamas Counties pertaining to the portions of the interchange in areas under their jurisdiction.

In the normal course of the improvement of I-5 it is anticipated that your Division will submit to Washington and Multnomah Counties the usual agreements relative to jurisdictions and responsibilities and, because of the position taken by our Board of Commissioners in the afore cited minute order action, I am sure that our Board would wish to deliberate this matter before authorizing execution of such agreement.

We would be happy to meet with you or your representatives at your convenience to discuss the matter in more detail. Your cooperation in these matters is greatly appreciated by this department and Washington County.

Very truly yours,

Ken Meng
Director of Public Works

KM:js
Attachment: Map
cc: Oregon State Highway Division - City-County Engineer
Clackamas County, John McIntyre
Multnomah County, Robert Nordlander
City of Tigard, Steve Telfer
Washington County Administrative Officer
Washington County Director of Planning
Chief, Engineering Division

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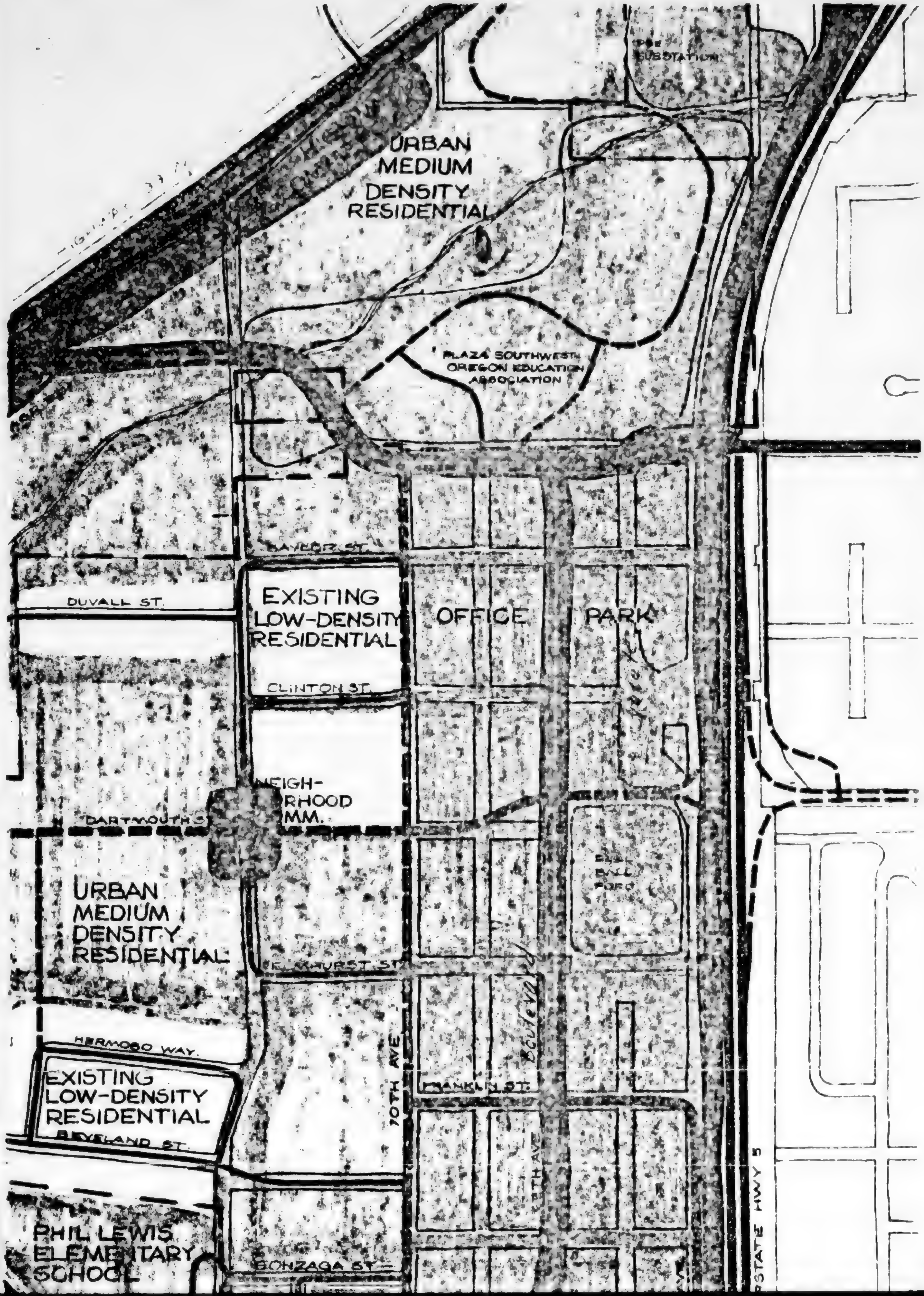
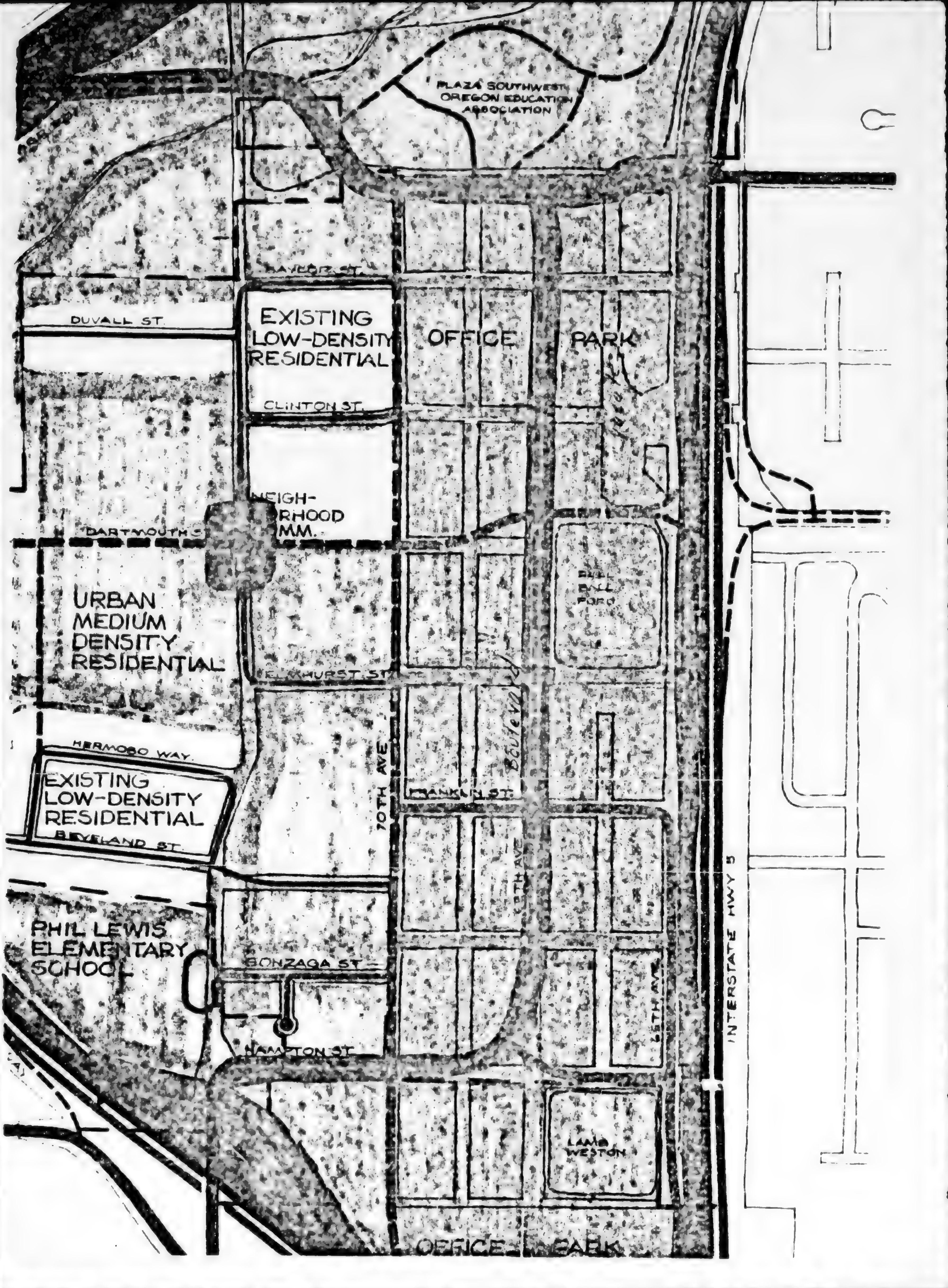
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER


HIGHWAY 99 W
PGE SUBSTATION
URBAN MEDIUM DENSITY RESIDENTIAL
PLAZA SOUTHWEST
OREGON EDUCATION ASSOCIATION
BAYLOR ST.
DUVALL ST.
EXISTING LOW-DENSITY RESIDENTIAL
OFFICE PARK
CLINTON ST.
NEIGHBORHOOD COMM.
DARTMOUTH ST.
URBAN MEDIUM DENSITY RESIDENTIAL
ELMHURST ST.
HERMOSO WAY
EXISTING LOW-DENSITY RESIDENTIAL
BEVELAND ST.
70TH AVE
Boulevard
FRANKLIN ST.
TH AVE
PHIL LEWIS ELEMENTARY SCHOOL
GONZAGA ST.
STATE HWY 5


PLAZA SOUTHWEST OREGON EDUCATION ASSOCIATION
NAYLOR ST.
DUVALL ST.
EXISTING LOW-DENSITY RESIDENTIAL
OFFICE PARK
CLINTON ST.
NEIGHBORHOOD COMM.
DARTMOUTH ST
URBAN MEDIUM DENSITY RESIDENTIAL
BILL BALL FORD
ELMHURST ST
Boulevard
HERMOSO WAY
EXISTING LOW-DENSITY RESIDENTIAL
BEVELAND ST.
70TH AVE
FRANKLIN ST.
68TH AVE
65TH AVE
PHIL LEWIS ELEMENTARY SCHOOL
GONZAGA ST
HAMPTON ST
INTERSTATE HWY 5
LAMB WESTON
OFFICE PARK

RECEIVED
SEP 9 - 1971

FOR FILING

9615

September 9, 1971

Mr. Amo De Bernardis, President
Portland Community College
12000 Southwest 49th Avenue
Portland, Oregon 97219

Dear Mr. De Bernardis:

This is in reply to your letter of August 19 concerning the Haines Road Interchange.

Several meetings have been held with the City of Tigard, Washington County, and interested individuals regarding this interchange. As a result, we developed an alternate plan to that originally proposed; however, this alternate will require certain right-of-way purchase and construction by other than the State in order to complete the local road system and provide a workable design.

We have informed Washington County that this alternate plan is acceptable to us so long as the additional right-of-way and construction work is paid by other than State funds. So far, the County has not been able to commit their funds.

Either plan would give approximately the same service to the college traffic.

Very truly yours,

R. L. Porter
State Highway Engineer

DNS:mw kw
cc Tom Edwards
F. B. Klaboe
Victor Wolfe
Frank L. Hall
L. W. Rulien

PORTLAND COMMUNITY COLLEGE

12000 SOUTHWEST 49th AVENUE, PORTLAND, OREGON 97219 • (503) 244-6111

Amo DeBernardis, *president*

COMMUNITY
COLLEGE BOARD
Robert E. Thompson, *chairman*
Manley J. Bakkensen
Robert A. Bissett
Howard Cherry
Hugh McGilvra
Lewis C. Nickerson
Carl R. Neil

August 19, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have been meeting with a group of concerned property owners, businessmen, and planners regarding the freeway interchange on Haines Road.

The State Highway Department's present plan for redesigning the Haines Road interchange is of concern to Portland Community College. We need to have adequate access for the traffic moving from the freeway to the college; however, we also believe that before the Highway Department proceeds with its planned interchange, all groups should be represented to work out an interchange which will be of the greatest benefit to all parties concerned.

We hope that a temporary hold can be placed on the Haines Road interchange until such a meeting to discuss the problem with interested parties is held.

Sincerely,

Amo De Bernardis

Amo De Bernardis
President

ADB jh

cc: Richard Milbrodt, Admin. Officer - Washington County
Bob McDougald, Planning Director - Washington County
Ken Meng, Director of Public Works - Washington County
Steve Telfer, City Administrator - City of Tigard
Al Patterson, Chairman Planning Commission - City of Tigard
Dr. Bruce Morgan - Lamb-Weston, Inc.
* R. R. McClintick, President - Farmers Insurance, Portland
Board of Directors - Portland Community College

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
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R. Olson
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STATE HIGHWAY ENGINEER

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FORM E-30 (REV. 10-69)

2615

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 18, 1971

SUBJECT: Haines Road Interchange
Pacific Highway (I-5)

To: Mr. F. B. Klaboe ✓
Assistant State Highway Engineer

BUILDING

Herewith a letter from Mr. Ken Meng, Public Works Director of Washington County, regarding previous correspondence and discussions in current thinking regarding the Haines Road Interchange construction in the Tigard vicinity on Pacific Highway (I-5) in eastern Washington County. This matter has been discussed with Mr. Meng and associates time and time again and it appears to be another of his maneuvers to get someone else to pay the bill. However, in this instance, we feel that Mr. Meng should be informed that if it is his feeling that these roads adjacent to I-5 are considered to be connections and/or legs of elongated interchange that Washington County should acquire the access control rights for these purposes whereby ingress and egress can be eliminated pursuant to Federal Aid regulations.

Please review this letter and forward to the Design Section for their consideration and if desired additional meetings with Washington County. You will also find a letter from Mr. Porter to Mr. McClintick of Farmers Insurance relative to this same matter. Your earliest consideration and reply as to what action should be taken is requested.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

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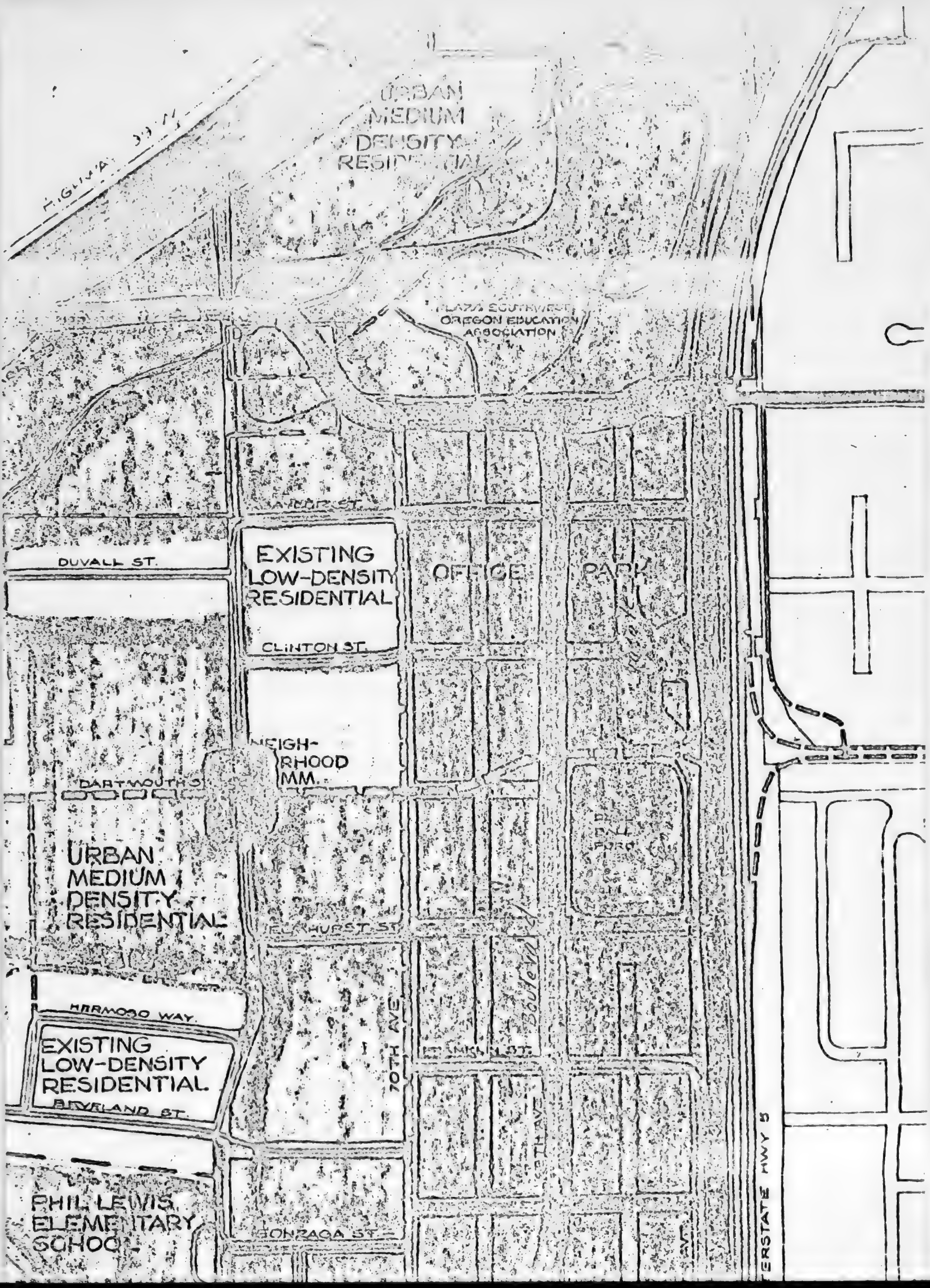
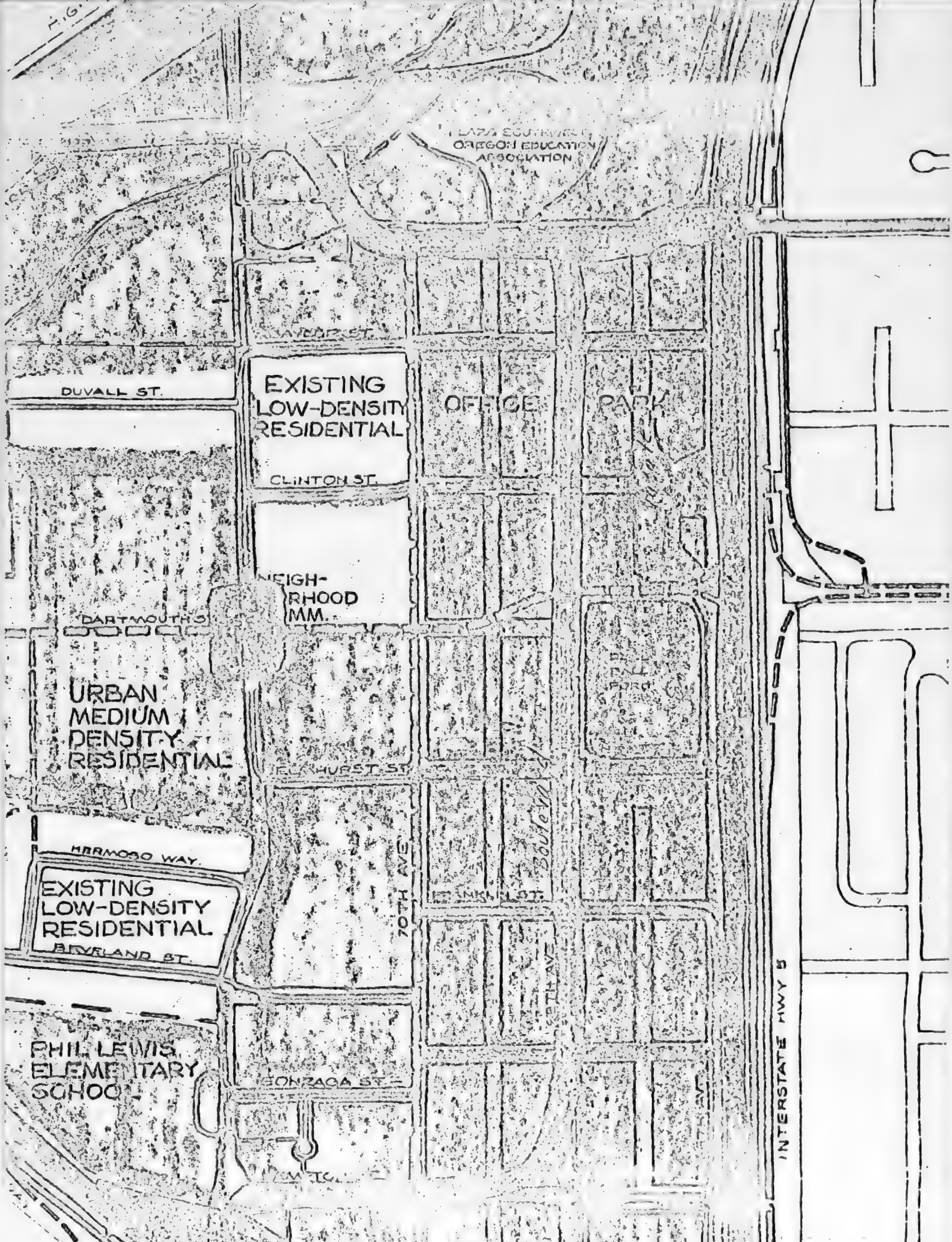
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:lat
Att.


HIGHWAY 99 W
URBAN MEDIUM DENSITY RESIDENTIAL
PLAZA SOUTHWEST
OREGON EDUCATION ASSOCIATION
TAYLOR ST.
DUVALL ST.
EXISTING LOW-DENSITY RESIDENTIAL
OFFICE PARK
CLINTON ST.
NEIGHBORHOOD COMM.
DARTMOUTH ST
URBAN MEDIUM DENSITY RESIDENTIAL
ELMHURST ST
Boulevard
HERMOSO WAY
EXISTING LOW-DENSITY RESIDENTIAL
BAYLAND ST.
70TH AVE
FRANKLIN ST.
TH AV
PHIL LEWIS ELEMENTARY SCHOOL
GONZAGA ST
INTERSTATE HWY 5


OREGON EDUCATION
ASSOCIATION
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ELKHURST ST
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RESIDENTIAL
BEVELAND ST.
70TH AVE
Boulevard
68TH AVE
GONZAGA ST
PHIL LEWIS
ELEMENTARY
SCHOOL
INTERSTATE HWY 5
WESTON

RECEIVED
AUG 17 1971

FOR FILING

9615

August 16, 1971

Mr. R. R. McClintick, President
Farmers Insurance Company of Oregon
Portland Regional Office
Post Office Box 23503
Portland, Oregon 97223

Dear Mr. McClintick:

Thank you for your recent letter concerning plans for the Haines Road Interchange with Interstate 5.

As you may know, we are agreeable to either of the plans for revising this interchange on the west side of I-5. However, if the City's plan is the one that is desired by local officials, someone other than the State Highway Division would have to purchase the right-of-way for and construct or improve certain streets in order that the plan will work.

So far, the County has not been able to commit their funds.

We have a tentative date for a design hearing on this section for the latter part of October. It is our hope that the problems can be resolved before then.

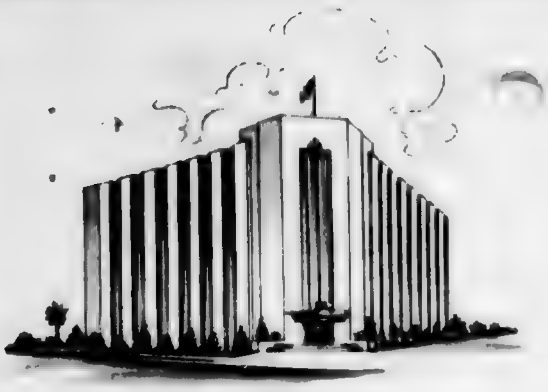
Very truly yours,

R. L. Porter
State Highway Engineer

FBK:srb kw

cc Richard Milbrodt, Administration Officer, Washington County
Bob McDougald, Planning Director, Washington County
Ken Meng, Director of Public Works, Washington County
Steve Telfer, City Administrator, City of Tigard
Al Patterson, Chairman, Planning Commission, City of Tigard
Dr. Bruce Morgan, Lamb-Weston, Inc.

bc Tom Edwards
F. B. Klaboe
Victor Wolfe
Frank L. Hall
H. S. Cox
L. W. Rulien



HOME OFFICE · LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS NEW WORLD
LIFE INSURANCE COMPANY
TEXAS FARMERS INSURANCE COMPANY

FARMERS INSURANCE GROUP

PORTLAND REGIONAL OFFICE
Post Office Box 23503
Portland, Oregon 97223

[illegible]

August 9, 1971

[illegible]

R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Porter:

Haines Road Interchange
N. Tigard Interchange-Hubbard
Interchange Section
Pacific Highway

NOTED
R. L. PORTER

We would like to go on record as vigorously protesting the State Highway Department's plan for the redesigning of the Haines Road Interchange. In our opinion, the "button-hook" OFF ramp for southbound traffic is in direct conflict with the orderly planning for future development of this area.

It was our impression the change suggested at the September 3, 1970 meeting in our building would be approved.

We only recently learned that Washington County had informed you they have no money available in the foreseeable future to assist in the "off-ramp" as agreed upon. However, as Mr. Milbrodt stated in his letter of 5/11/71, the road configuration you propose will present traffic flow problems and unfavorably affect the planning for this area.

Washington County's decision was made prior to the Oregon Legislature approving the $10 county license fee dedicated to road improvement.

The potential for future development and additional property tax revenue is directly affected by orderly road planning and development. As a major landowner in this area, we, along with our neighbor, Lamb-Weston, Inc., and the City of Tigard, request that a temporary "hold" be placed on the current plans for the Haines Road Interchange. This temporary "hold" will give us the necessary time to present our case to the Washington Board of County Commissioners for reconsideration.

Yours truly,

FARMERS INS. CO. OF OREGON

R. R. McClintick
President

RRM/mm

cc: Richard Milbrodt, Admin. Officer - Washington County, [illegible]
Bob McDougald, Planning Director - Washington County, [illegible]
Ken Meng - Director of Public Works - Washington County [illegible] NE [illegible]
Steve Telfer, City Administrator - City of Tigard, City Hall, [illegible]
Al Patterson, Chairman, Planning Commission - City of Tigard, 12700 [illegible] W. Pacific Hwy Tigard
Dr. Bruce Morgan, Lamb-Weston, Inc.

RECEIVED
AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 21 1971

FOR FILING

[illegible] 9615

June 17, 1971

Mr. Ken Meng
Director of Public Works
Washington County Courthouse
Hillsboro, OR 97123

bc R. L. Porter
F. B. Klaboe
F. L. Hall
H. S. Cox
R. L. Schroeder
L. W. Rulien

Re: Haines Road Interchange
N. Tigard Interchange-Hubbard
Interchange Section
Pacific Highway

Dear Mr. Meng:

Your letter of May 13 requested that we revise our Haines Road Interchange plan to conform to the comprehensive plan developed by the City of Tigard, and that all costs thereof be borne by the State.

The Federal Highway Administration was requested to approve this revised plan for construction with Interstate funds. They approved the design but would not permit the use of Interstate funds on the portions we had earlier informed you would be a responsibility of Washington County.

Your May 13 letter states that the County has no funds for these revisions. Inasmuch as we also have no available funds for the new plan, we will have to use the originally approved plan which can be totally funded with Interstate monies.

Thank you for bringing this matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

DNS:jp/FBK ja

cc Stephen M. Telfer
City Administrator
City of Tigard

Form FHWA-121

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: June 7, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
CY file
6-8-71

SUBJECT: Oregon Project I-5-5(-)295
N.Tigard Interchange-Haines Interchange Section
Pacific Highway

The revised preliminary layout sheet for the Haines Interchange, which was submitted with Mr. Klaboe's May 20 letter has been reviewed. While the layout is generally acceptable there are certain details which will require further justification or revision before tentative approval can be given.

The 48-foot width for the Haines Road Structure is not supportable under the existing conditions. A 44-foot width would be acceptable.

The proposed revisions west of the highway are at the request of Washington County and the City of Tigard. Those portions of construction marked "By Others" are not on Interstate obligation. This construction would have to be accomplished concurrent with the interchange construction in order for the interchange to function properly.

Under the revised layout it is recommended the exit ramp spirals be lengthened in line with your updated practice on exit loops.

Olson 6-14-71
discuss pl 7

orig to Hall,
copies to Cox
Schroeder
Rulien
6-9-71

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JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
F. B. K.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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MAY 20 1971

FOR FILING

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[illegible]

May 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Haines Interchange, North Tigard Interchange-
Haines Interchange Section, Pacific Highway
Multnomah, Washington and Clackamas Counties

Attached is a print of a preliminary layout sheet on this interchange. You should have on file a plan approved by your office which basically differs from this design west of the highway.

Some months ago, meetings with Washington County and the City of Tigard were held. Members of your staff and ours were present. The approved plan and the one accompanying this letter were discussed. At the last meeting, Washington County and the City of Tigard voiced a desire for the enclosed plan because it would fit their overall development of the area to be served.

We have now received a formal request from Washington County stating that they wish us to construct as sketched on the enclosed plan. This plan is therefore being sent to you requesting that you approve its construction, including the portions marked "By Others", with Interstate funds.

A public hearing will be held in the near future and your tentative approval of the print is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Cox
R. L. Schroeder
L. W. Rulien

DNS:jp srb

Att.

#15

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

May 13, 1971

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COUNTY & CITY SECTION
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Attention: Mr. H.S. Cox, City-County Engineer

Ref: Haines Interchange, I-5

Dear Si:

As you are probably aware, Washington County, the City of Tigard and the property owners in the general area of the Haines Interchange on the west side of I-5 have for sometime been holding discussions relative to the re-development of this area. At times representatives of your division have been in attendance at these meetings. The general area was platted in 1890 and known as "West Portland Heights". The layout of the plat was typical for early day subdivisions, that is; lots 25 by 100 feet with blocks 430 feet long on a rectangular pattern. Rights-of-way however, were 60 feet in width. It is evident that the area has never developed to density or in accordance with the apparent thinking of the subdividers.

Due to the location of I-5, Pacific Highway West, and now the Beaverton-Tigard Expressway several office and light industry complexes have developed in the area as well as an automobile agency. The discussions mentioned above have led to the feeling that the area could well serve as an office commercial type of development by essentially vacating the plat and re-platting new streets adapted to this type of development. In fact, the area has been dubbed "The Golden Triangle".

Although much of this area lies outside of the City of Tigard, it is adjacent thereto and was included in a comprehensive land use plan for Tigard and its environs developed by the firm of Cornell, Howland, Hayes, & Merryfield-Hill. The plan is nearly complete and is in final review stages by citizens committees and the County Planning Commission.

The plan mentioned above supports a revision to that layout which your division had originally prepared for the west side of the Haines Interchange, and more specifically the southwest quadrant of that interchange. Attached is a map which shows in green the original plan as we understand it of your division and in red that general alignment which accommodates the re-development plan being prepared by the City of Tigard.

The Washington County Board of Commissioners at their regular meeting Tuesday, May 11,1971 by Minute Order 71-205 reviewed this matter and as a result request that the Highway Division give serious consideration to laying out and constructing the west side of the Haines Interchange in accordance with the comprehensive plan developed by Tigard (approximately as shown in red on the attached sketch). This request should not be construed as an offer of financial help by Washington County since the Board did not feel that they were in a position at this time to commit Washington County to financial participation.

They do feel however, that the alignment shown on the Tigard Comprehensive Plan is more in keeping with plans for re-development of the area and the road systems to accommodate this re-development.

If you or your personnel wish to discuss this matter further, or obtain further clarification please let me know. We would appreciate being advised as the designing proceeds on this project.

Very truly yours,

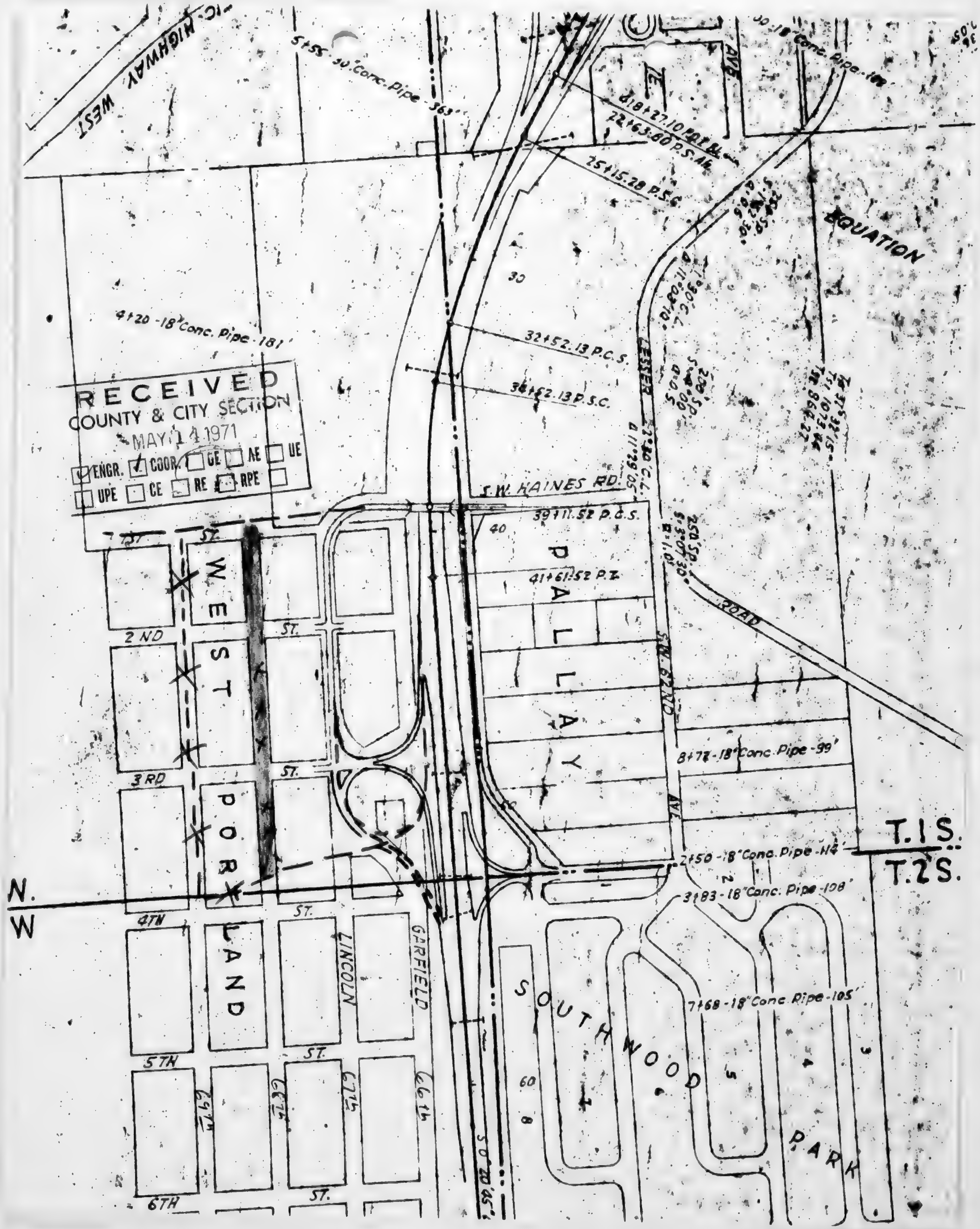
Ken Meng
Director of Public Works

KM:jt
Enclosure: Sketch Map

cc: Homer Chandler, CRAG
Steve Telfer, City of Tigard
County Administrative Officer
Bob McDougald, Director of Planning, Washington County
Chief, Engineering Division

cc 5-14 { Frank Hall - info & action!
L. W. Rulien info only

⊗ Note 5-18-71 (3:30 pm)
Crockett - Meng in discussion says
red should be on [redacted] Ave NOT
-6-9th-, Stoudammeyer informed.
DonH



IC HIGHWAY WEST
5+55 30" Conc. Pipe 363'
18+27.10 P.O.T. BL
22+63.60 P.S. 44
25+15.28 P.S.C.
30 18" Conc. Pipe 118
36
2.05
AVE
E
EQUATION
30
4+20 - 18" Conc. Pipe - 181'
32+52.13 P.C.S.
34+52.13 P.S.C.
LESSER
Δ 11°03'10"
1°30' C.L.
250' SP.
S 1°42'30"
Δ 6°
200' SP.
S 0°00'
Δ 0.5
Δ 11°29'05"
2°30' C.L.
Te 375.32'15"
Ts 1073.86
Tc 864.27
S.W. HAINES RD.
39+11.52 P.C.S.
40
41+61.52 P.T.
250' SP.
S 3°07'30"
Δ 1.0
ROAD
PALLAY
S.W. 62ND AVE
8+72 - 18" Conc. Pipe - 99'
T.1S.
T.2S.
2+50 - 18" Conc. Pipe - 114'
3+83 - 18" Conc. Pipe - 108'
7+68 - 18" Conc. Pipe - 105'
SOUTHWOOD PARK
1
2
3
4
5
60
8
SO 20°45'
WEST PORTLAND
1ST
2ND
3RD
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6TH
ST.
LINCOLN
GARFIELD
66th
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

May 27, 1971

SUBJECT:

To: Mr. Tom Edwards
Deputy State Highway Engineer

BUILDING

Mr. Haskin has called to my attention that Mr. Irving L. Larson has written to the Highway Division regarding the purchase or lease of excess land adjacent to Interstate 5 in the Haines Road Interchange area near Tigard. I note that you answered Mr. Larson on May 24, 1971. Copies of Mr. Larson's and your letter are attached.

I feel that you should know that Irvin L. Larson is an auditor with the Regional Office of the Federal Highway Administration in Portland. He did not make mention of this in his letter addressed to the Oregon State Highway Division. I mention this matter only because the Federal Highway Administration constantly looks for conflicts of interest and does not hesitate to call to our attention and criticize us if even a fee appraiser employed by the State on a project deals for excess property with an owner on the same project even though the fee appraiser did not appraise the particular property.

In the case at hand, Mr. Larson, an employe of the Federal Highway Administration, is asking the State to lease or sell property on a project which is not yet under negotiation and which will require a portion of his property. There is probably nothing illegal in Mr. Larson, an adjacent property owner, wanting to enlarge his property holdings, and since his holdings are adjacent to a proposed interchange on an Interstate highway, he stands to make a considerable amount of money. I realize that he may not be able to personally influence the location or design of the highway; nonetheless, he is a Federal employe in an audit section which examines with a critical eye our right-of-way dealings.

Dave: — In view of my letter — I don't think anything further is necessary unless Larson raises more fuss. E

Copy to [illegible]
5-28-71

NOTED
TOM EDWARDS

I believe that the Division Engineer of the Federal Highway Administration should be made aware of Mr. Larson's query to the State Highway Division with an eye towards any possible conflict of interest on the part of a Federal employe. This might serve to avoid embarrassment at a future date for the State, the Federal Highway Administration, and Mr. Larson.

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments [2]

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 25 1971
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May 24, 1971

Mr. Irving L. Larson
11720 S. W. 68th Avenue
Tigard, Oregon 97223

4159

Dear Mr. Larson:

This is in reply to your letter of May 17 concerning the Haines Road Interchange on I-5. We have two alternate designs which we are considering at this location. The plan which essentially agrees with the one on your map in blue has just recently been sent to the Federal Highway Administration for approval. This design was requested by Washington County.

Sometime in the future, a public hearing will be held covering this interchange after which a determination of the final design will be made. It is hoped we can accomplish this soon and construct this portion of highway when funds are available.

Until construction is completed in this area, we do not wish to consider any sales or leases of property. After construction, when excess properties are definitely known, we will dispose of them at public auction.

Your interest in this matter is understandable and we will attempt to get this project completed as soon as feasible.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. L. Hall
L. W. Rulien (enc.)
R. L. Schroeder "
W. H. Haskin "

DNS:jp ja

TIGARD, OREGON
May 17, 1971

Edwards

Oregon State Highway Department
Salem, Oregon

Subject: "Sale" or "Lease" of EXCESS State Highway Department land between S.W. Clinton Street, S.W. 66th Avenue and S.W. 67th Avenue west of Interstate Highway No. 5 approximately 9 mi. south of Portland in Washington county

Dear Sirs:

Is the 30,000 sq. ft. area within the "red lines" on attached map for Sale or Lease by the State Highway Department at this time?

As you probably know there are no sewers within several blocks of subject area and no immediate plans to put sewers in, however I am sure that I can get the area zoned "Commercial" for use as display and sales of boats, mobile homes, cars, etc. If you lease to me I would clear the trees, level and gravel area as needed. I would need two access driveways to Clinton Street and two to 66th Avenue located approximately as shown with an "X" on the sketch.

My "long range" plans include purchase of all property now owned by the State Highway Department in Blocks #7 and #14 between 66th and 67th Avenues which is finally determined to be "excess" to State Highway Department needs. I also plan to petition the State and/or Washington county to vacate Clinton Street between 66th and 67th Avenues. Also I hope to get 67th Avenue vacated south of Clinton Street to the State Highway Departments planned exit-from-the-Freeway facility in the event that 67th Avenue is not used by the State Highway Department in the "final" plan.

The above paragraph is in sympathy with the "Super-block" concept advocated by CH_2M in their "Comprehensive Plan" for the area. It is already in practice by "Del Ball Ford" (adjoining and to the south of our property), "Lamb-Weston" (two blocks further south), "Farmers Insurance" and "Oregon Education Association" - all of whose improvements are nearly completed.

Your written comments and a copy of your latest Preliminary Engineering plans for construction in the area (if different from the "blue lines" on the attached sketch) would be very much appreciated.

Solidification of State Highway Department plans and completion of upgrading Interstate Highway No. 5 in our immediate area is urgently requested. We, of course, are unable to make any definite plans of our own until the State Highway Department has made "firm" Right-of-Way and "construction" decisions.

Sincerely,

Irving L. Larson

IRVING L. LARSON
11720 S. W. 68th Avenue
TIGARD, OREGON 97223

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MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe
Cordial Reply
(Probably "NO")

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MAY 19 1971
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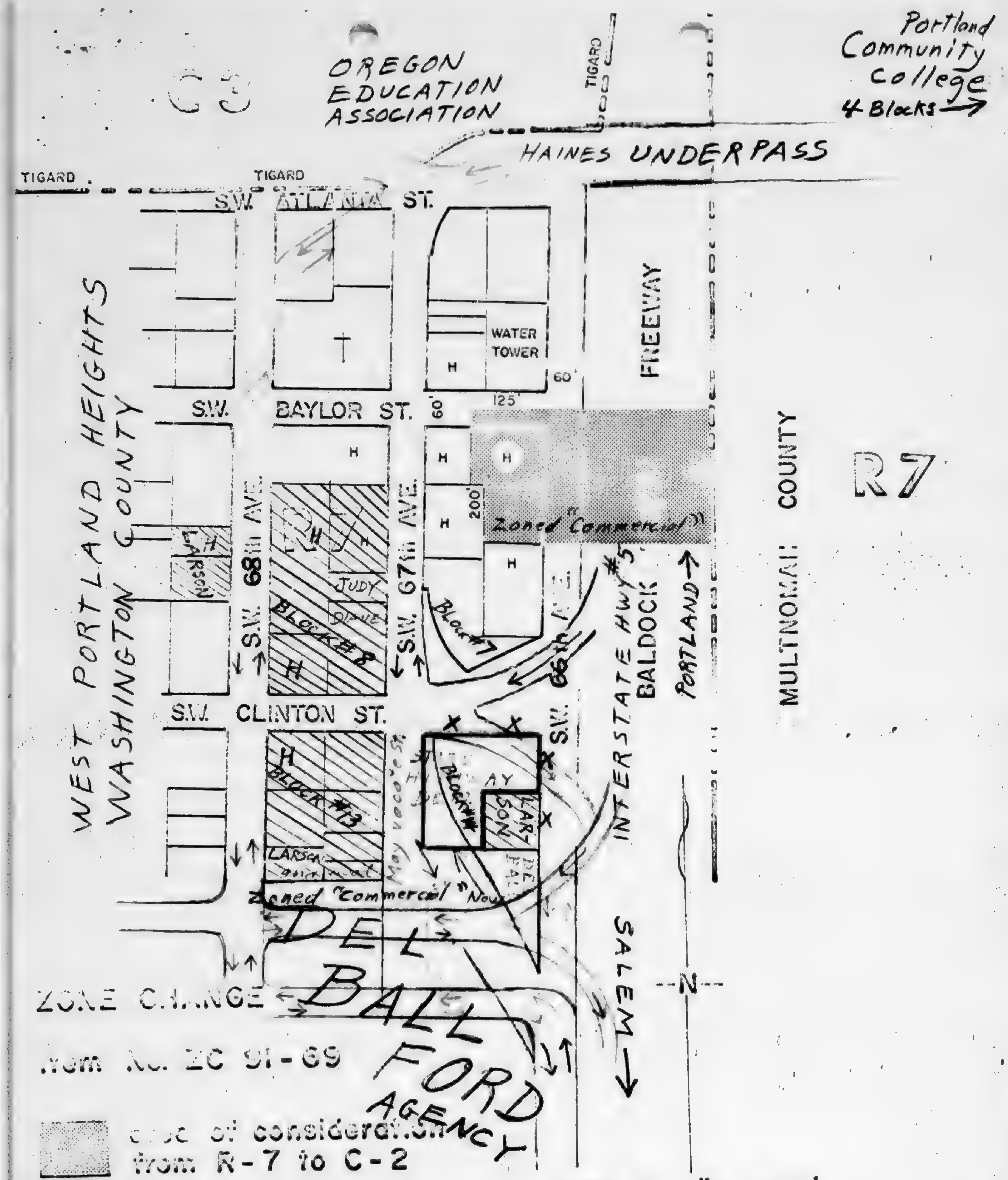
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OREGON EDUCATION ASSOCIATION
Portland Community College 4 Blocks →
TIGARD
HAINES UNDERPASS
S.W. ATLANTA ST.
WATER TOWER
H
60'
125'
FREEWAY
S.W. BAYLOR ST.
60'
200'
Zoned "Commercial"
R7
WEST PORTLAND HEIGHTS
WASHINGTON COUNTY
MULTNOMAH COUNTY
S.W. 68th AVE.
S.W. 67th AVE.
S.W. 66th AVE.
LARSON
JUDY DIVE
BLOCK #8
Block #7
S.W. CLINTON ST.
INTERSTATE HWY #5
BALDOCK
PORTLAND →
BLOCK #13
Block #14
LARSON
LARSON
DE BALL
May vacate St.
Zoned "Commercial" Now
DEL BALL FORD AGENCY
SALEM →
N
ZONE CHANGE
Item No. ZC 91-69
area of consideration from R-7 to C-2

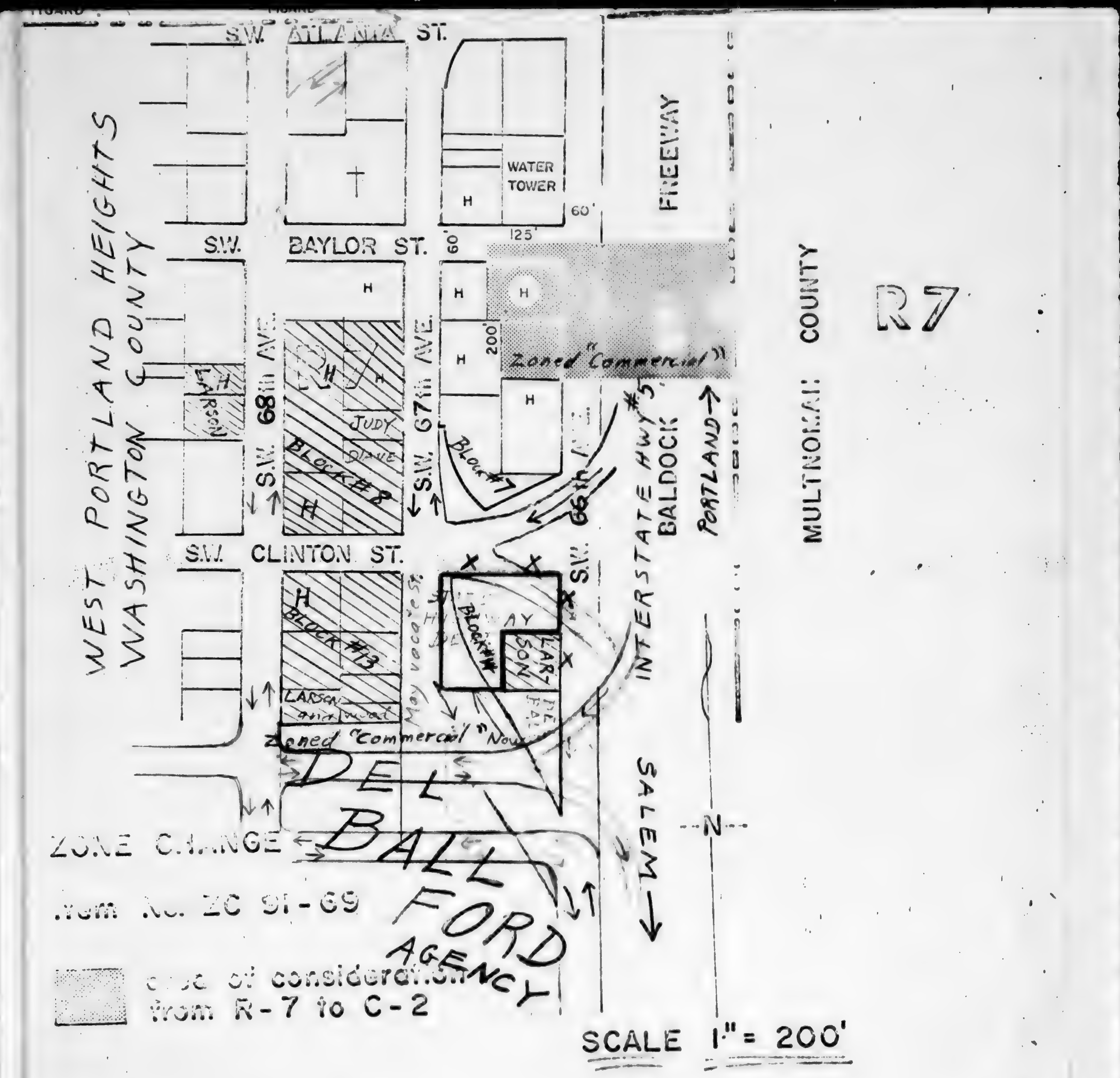
SCALE 1" = 200'

Owner of "▨" area is:

IRVING & JENNIE LARSON
OR MEMBERS OF THEIR FAMILY

200 FT. } Block #8
150 FT. }
275 FT. Block #13
625 FT. Frontage on S.W. 67Th Aves.
775 FT. " " S.W. 68Th "
100 FT Frontage on S.W. 66Th Ave.

400 FT. Frontage on S.W. CLINTON ST.


S.W. ATLANTA ST.
WATER TOWER
H
FREEWAY
60'
125'
S.W. BAYLOR ST.
60'
200'
WEST PORTLAND HEIGHTS
WASHINGTON COUNTY
LARSON
S.W. 68th AVE.
BLOCK #8
JUDY
DIANE
S.W. 67th AVE.
Block #7
Zoned "Commercial"
R7
MULTNOMAH COUNTY
INTERSTATE HWY #5
BALDOCK
PORTLAND→
S.W. CLINTON ST.
BLOCK #13
LARSON and
May vacate St.
HIGHWAY DEPT
Block #
LAR-SON
S.W. 66th AVE.
Zoned "Commercial" Now
DEL BALL FORD AGENCY
SALEM→
N
ZONE CHANGE
Item No. ZC 91-69
area of consideration from R-7 to C-2
SCALE 1" = 200'

Owner of "▨" area is:

IRVING & JENNIE LARSON
OR MEMBERS OF THEIR FAMILY

11720 S.W. 68th Ave.
(between Baylor & Clinton Sts.)
Tigard, Oregon 97223

Phone: 639-1497

200 Ft. } Block #8
150 Ft. }
275 Ft. Block #13
625 Ft. Frontage on S.W. 67th Aves.
275 Ft. " S.W. 68th "
100 Ft Frontage on S.W. 66th Ave.

400 Ft. Frontage on S.W. CLINTON ST.

Available For (Long Term) Lease:

85,000 sq. ft. vacant
65,000 sq. ft. with houses
150,000 sq. ft. Total

RECEIVED
JUN 26 1970
FOR FILING

Corr
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the E

June 26, 1970

3460
4159

Mr. Irving L. Larson
11720 S. W. 68th Avenue
Tigard, Oregon 97223

Dear Mr. Larson:

Re: Barbur Boulevard-Boones Ferry Road
Section, Pacific Highway
Washington County

This is in reply to your card of June 12 concerning proposed revisions to the Haines Road Interchange.

Enclosed is a print of our preliminary layout sheet covering the Haines Road Interchange, showing proposed six laning of Interstate 5, revisions to the ramps, and approximate right-of-way limits. At this time, no construction schedule has been determined for this improvement. Please note that this plan is "preliminary" and may undergo changes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee

DNS:jp srb

TIGARD, ORE.
June 12, 1970.

Dear Sirs: 10475

Any current information about plans to "upgrade" Interstate Hwy #5 in the vicinity of Haines Road underpass and Clinton Street entrance and exit would be appreciated.

We own property in the area which we hope to develop commercially so of course we are interested what (and when) the Highway Dept. plans to do.

Right-of-way maps and construction plans at intersection of S.W. Clinton Street and S.W. 67th Avenue would be appreciated. Thank you,

Irving L. Larson
11720 S.W. 68th Avenue
TIGARD, OREGON 97223

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
JUN 18 1970
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

006618

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APR 5 - 1971
FOR FILING

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: ~~Tom Edwards~~
F. B. Klaboe
Frank Hall
L. W. Rulien

March 31, 1971

Department of Public Works
232 M N.E. Lincoln Street
Hillsboro, Oregon 97123

Attn: Mr. John Crockett, Engineer

Re: Haines Interchange, I-5

Dear John,

We received a letter from the Washington County Department of Public Works dated July 27, 1970, which requested the Highway Division to discuss their plans for rebuilding the Haines Road Interchange with the interested local agencies.

In compliance with this request, representatives of the Highway Division met with the local agencies and, consequently, prepared and presented several alternate designs that are considered to be feasible. As of this date, we have received no correspondence to indicate that one or another of these schemes would be acceptable to the local agencies.

In order to complete the design, program and planning phases of this project on schedule, we must have our field survey crews in the field by the middle of May. Therefore, please inform officials of Washington County and the local agencies that the Highway Division will be required to begin survey work in accordance with their original plan unless an acceptable alternate plan is received prior to May 14, 1971.

Thank you, in advance, for your interest and cooperation in this matter. If we can be of any assistance whatever, please feel free to call 378-6514.

Very truly yours,

R. L. Porter
State Highway Engineer

By H. S. Cox

H. S. Cox
County and City Engineer

RECEIVED
STATE HIGHWAY ENGINEER

TOM EDWARDS

MCH:ljt

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

2615

DATE: January 29, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young
R[illegible] Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 2 1970
FOR [illegible]

Form [illegible]A-12) (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 23, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(-)295
N.Tigard Interchange-S.Tigard Interchange Section
Pacific Highway
North Tigard Interchange

3417

Klaboe

NOTED
F. B. KLABOE

The latest design alternate submitted for the subject interchange is hereby approved subject to the following comments. We have entitled this alternate as Plan "C" at an estimated cost of $2,500,000.

1. The mainline curvature should be reduced to 4° if feasible within existing right of way limits.

2. The southbound directional off ramp should be designed for single lane exit with expansion to two lanes beyond the gore.

3. Further consideration should be given to controling access along U.S. 99 and relocation of street intersections as shown in Plan "A". Interstate funds can be utilized only to 64th Street. The remainder of this work is eligible for Primary funding.

4. The truck lane should be omitted from the initial construction; however, the "E" line ramp could be adjusted so that this lane could be added if required in the future. This type of ramp adjustment should be carefully coordinated with the reconstruction of Haines Road Interchange to assure desirable operation.

NOTED
TOM EDWARDS

RECEIVED
NOV 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

NOV 2 2 1970

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97303

DATE: November 18, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Haines Road Interchange
N. Tigard Interchange - Hubbard Interchange Section
Pacific Highway

As requested in Mr. Klaboe's October 26 letter, the revised Haines Road Interchange layout is hereby approved. A signed print is returned herewith.

After a field review of the site it is apparent that definite plans should be made for future connection to the east extension of the ramp termini beyond SW. 62nd. It is our understanding that the County has firm plans to extend easterly for a connection with Lesser Road. We would be interested in having this plan reaffirmed for our records. You are reminded that Federal participation with Interstate funds will be limited to the connection point with existing facilities (i.e., 62nd contact point).

The relocation of Custer Street is considered the favorable alternate both economically and operationally.

Enclosure:
Layout Sheet

11-23-70

REFERRED TO
Hall

print not sent

NOTED
TOM EDWARDS

RECEIVE [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 26 1970

FOR FILIN

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p/h
Pac E

4p

October 26, 1970

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Haines Road Interchange, North Tigard Interchange-Hubbard Interchange Section Pacific Highway, Multnomah County

As a result of your letter of May 27 requesting additional study on the Haines Interchange, we prepared a new preliminary layout sheet which you subsequently approved. That revision was to the westerly side of the highway only. On the easterly side, it will be necessary to construct a $370,000 retaining wall if we are to leave Custer Street and the houses fronting thereon in place. If we eliminate the wall and move Custer Street easterly through the houses, the right-of-way will cost $148,500. This will provide us with a connecting road with complete access control since no property will front on it. Enclosed are three prints depicting this revision.

Your approval of this new plan is requested. Please sign one of the prints and return it to us.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Frank L. Hall
D. H. Moehring
L. W. Rulien

Encs.

DNS:jp srb

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

006619

9613

August 24, 1970

Mr. Ken Meng
Washington County Director of Public Works
232 M N.E. Lincoln Street
Hillsboro, Oregon 97123

Dear Mr. Meng;

Herewith for your information are six copies of Haines Road Interchange layout sheets which may be distributed to interested parties in conjunction with our up-coming meeting concerning this Interchange. Additional copies will be furnished upon request.

Very truly yours,

H. S. Cox
County and City Engineer

MAINOR C. HOLMES

By:
Mainor C. Holmes
Office Engineer

MCH:ljt

Attachments(6)

RECEIVED
COUNTY & CITY SECTION
AUG 24 1970
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NOTED
H. S. COX

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WILLIAM MASTERS, Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

July 27, 1970

RECEIVED
COUNTY & CITY SECTION
JUL 29 1970
☑ ENGR. ☑ COOR. ☑ [illegible] ☒ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: City-County Engineer

Ref: Haines Interchange, I-5

Gentlemen:

The area of Washington County lying between I-5 and S. W. 72nd Avenue from Highway 217 on the south to 99W on the north is the subject of a current study by the City of Tigard, Washington County and the respective property owners. Several large office and office warehouse type of installations have or are being installed in this area. The City of Tigard is preparing comprehensive plans for the city and it's environ. These plans will include consideration for the re-development of the subject area as well as a more adequate traffic circulation plan.

Multnomah and Clackamas Counties as well as the Portland Community College Mt. Sylvania Campus are also concerned about adequate access to I-5 and the traffic circulation in the area east of said freeway.

Currently the interchange, as you are aware, is spread out over a two block area and is not served by adequate local arterials. It is, therefore, the feeling of the local agencies and the property owners that since the highway division is planning the re-building of the interchange to accommodate six lanes on I-5, now is the time to plan for the proper location and orientation of the interchange to best serve the needs of the freeway and the areas adjacent thereto. It would, of course, be desireable to plan for a standard interchange eliminating the jogs now existing and, further, to plan to tie to this interchange local arterials.

The City of Tigard has indicated their willingness to accelerate their comprehensive planning in this particular area so as to determine it's future as soon as possible. Multnomah and Clackamas Counties are also interested in determining the future of their areas from the traffic circulation standpoint.

The purpose of this letter is to request that the State Highway Division discuss with the local agencies their plans for re-building the subject interchange and cooperate with these agencies to the mutual benefit of all concerned.

cc: Design - per request of
Don Staudenmeyer
Region 1 - info for Rulein

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

A meeting can be set up at your convenience with the affected agencies for this purpose and, therefore, we would request that you contact us relative to this matter as soon as possible.

Very truly yours,

Ken Meng
Director of Public Works

KM:jt
cc: County Administrative Officer
Director of Planning
City Administrator, City of Tigard
Director of Public Works, Multnomah County
Director of Public Works, Clackamas County

Salem, Oregon
July 6, 1970

Hardship Case - Wisner
North Tigard Interchange
North Tigard Intchge-Hubbard Intchge
Pacific Highway, Multnomah County

Mr. L. W. Rulien
Division Engineer
Post Office Box 02157
Portland, Oregon

This is in answer to your letter of July 1 concerning the Wisner property in the North Tigard Interchange.

Our proposed safety revisions to this interchange have been sent to the Bureau of Public Roads for approval. They have requested more data and we are working on it at this time. Without Bureau approval, which may be some time in coming, we are in no position to determine right of way needs. We may end up making very little revision to the existing interchange, in which case this property probably would not be needed.

After we get the additional information to the Bureau they will send it to Washington, D.C. As you know, this usually takes some time before approval can be expected.

B

D. J. Barbee
Design Engineer

DNS:jp
cc: R.L. Schroeder

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
July 1, 1970

SUBJECT:
Request for Property Acquisition
North Tigard Interchange
Interstate 5

To:

Mr. D. J. Barbee
Design Engineer
Salem

Attached is self-explanatory correspondence relating to a request from the Wisners who own a home inthe southwest quadrant of the subject interchange

For personal semi-hardship reasons they are requesting an early purchase. The revision of this interchange has been worked up in your office, and I would appreciate knowing if our plans have sufficiently developed to buy, and if so if we have monies to commit to such an early acquisition. Please advise.

L. W. Rulien
Division Engineer

LWR:fb
Encs.
cc R. L. Schroeder
K. L. Rolfe

REFERRED TO
Olson
Design Engr.

Routing
1 Barbee B
2 Hall
3 A. Olson
Sample
Terpin
Swenson

RECEIVED
JUL 3 1970
DESIGN DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

FORM 2-90 30M 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 25, 1970

To: Mr. Larry W. Rulien ✓
Division Engineer

B U I L D I N G

SUBJECT: Harlan C. Wisner Property
Tigard Interchange
I-5 Highway
Multnomah County

Attached is a copy of a letter from Mr. Harlan C. Wisner requesting the State to acquire property they own in the area of the proposed Tigard Interchange on Interstate Highway 5.

It is requested that you advise this Department if this will be within the required area for this proposed Interchange.

The attached portion of the R/W map shows the acquisition area outlined in red.

Estimated Property Value	--	$ 8,000
Moving Cost	--	300
Relocation Additive	--	5,000
Demolition	--	200
Incidentals	--	100
Total	--	$13,600

Kenneth Rolfe
KENNETH ROLFE
Acting R/W Supervisor

KR:KF

cc D.H. Moehring

☐ DE ☐ ADE ☐ ADE ☐ OE
JUN 29 1970
☐ TE ☐ UE ☐ DES

19 June, 1970

Mr. Louis C. Grothaus
District Right of Way Supervisor,
State Highway Department,
9200 SE McLoughlin Blvd.,
Portland, Oregon 97202

Dear Sir:

With the information that our present residence property would be used by the State Highway Department for the proposed relocation of the curve at the Tigard interchange of Interstate 5 South - - we purchased a parcel of property on which to build a new home, in another area.

However, we presently are not financially in a position to build unless we mortgage or sell our present residence, and, rather than obtain a loan on the property, we would prefer to sell it.

We therefore make this application to the State Highway Department to purchase our present residence property, with the agreement that we may rent the same while we build the new home.

We would appreciate hearing from you concerning the above, at as early a date possible.

Very truly yours,
Harlan C. Wisner
Marguerite J. Wisner
Harlan C. Wisner and
Marguerite J. Wisner

11625 SW 64th Avenue,
Portland, Oregon 97219

The legal description of
above property:

Lots 9 and 24, Block 15,
PASADENA ADDITION

(Multnomah County Tax Acct:)
(No. 1-64990-3990)
(No. 1-64990-4160)
(Marguerite J. Wisner, Taxpayer)

and, is free and clear of all encumberances.

RECEIVED
JUN 22 1970
DIST. 1 - RIGHT OF WAY

Rulien

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

June 25, 1970

Mr. and Mrs. Harlan C. Wisner
11625 SW 64th Avenue
Portland, Oregon 97219

Tigard Interchange
I-5 Highway
Multnomah County

Dear Mr. and Mrs. Wisner:

Your request for early acquisition of your property in the area of the proposed Tigard Interchange has been referred to our Engineering Department for consideration.

As soon as a decision has been made, you will be contacted by this office.

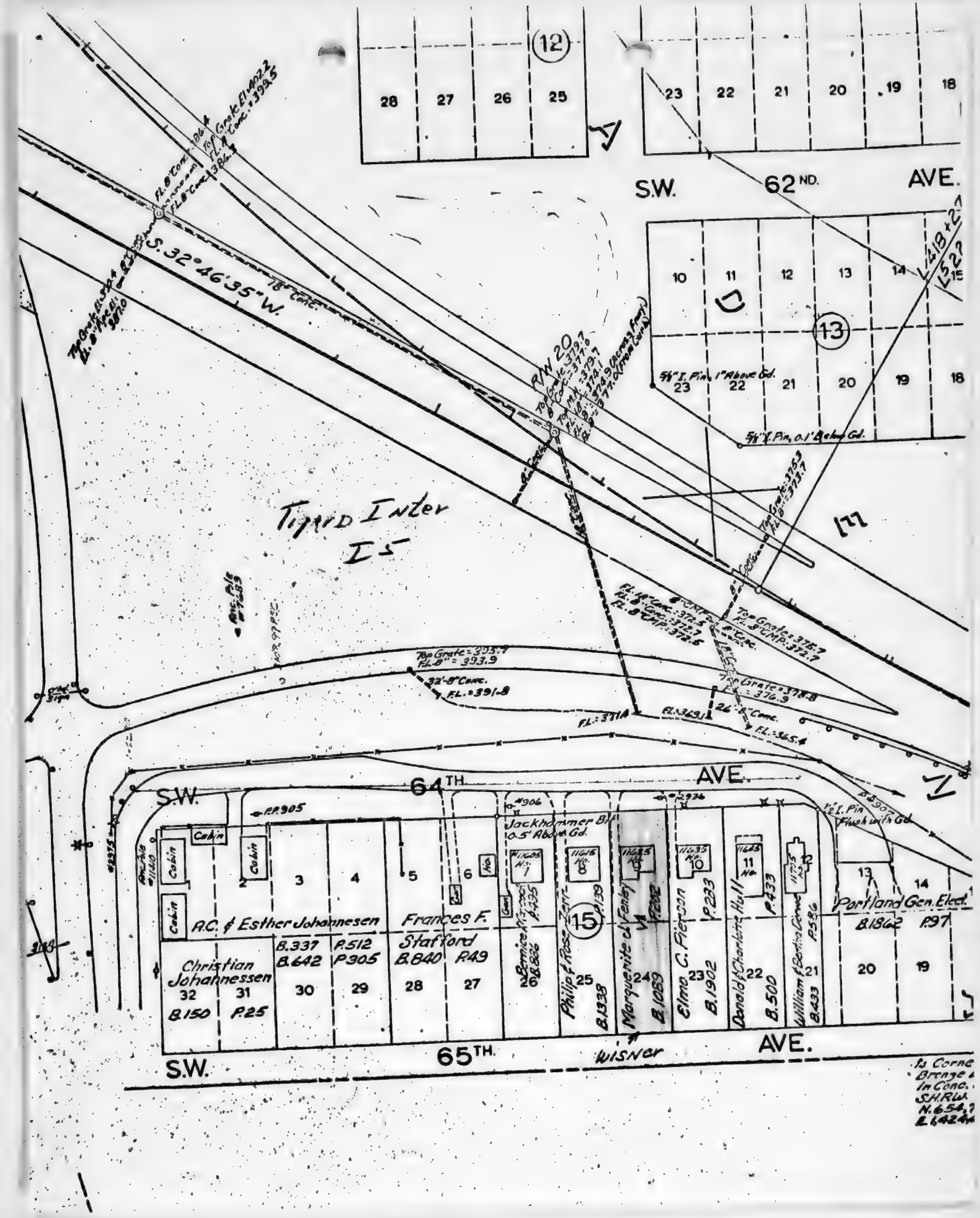
Very truly yours,

D. H. MOEHRING
Right of Way Engineer

KENNETH ROLFE
Acting R/W Supervisor

KR:KF

cc D.H. Moehring
Larry Rulien

12
28
27
26
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23
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21
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19
18
S.W. 62ND. AVE.
10
11
12
13
14
15
13
23
22
21
20
19
18
5/8" I. Pin 1" Above Gd.
5/8" I. Pin 0.1' Below Gd.
S. 32°46'35" W.
18" Conc.
R/W 20
Tigard Inter I5
Top Grate = 393.7
FL. 8" = 393.9
32'-8" Conc.
FL. = 391.8
Top Grate = 375.7
FL. 8" CMP = 372.7
Top Grate = 378.8
FL. = 376.9
26'-8" Conc.
FL. = 365.4
FL. = 371A
FL. = 369.1
S.W. 64TH AVE.
P.P. 305
#906
#2936
Jackhammer Bit 0.5' Above Gd.
1/2" I. Pin Flush with Gd.
Cabin
Cabin
Cabin
Cabin
2
3
4
5
6
7
8
9
10
11
12
13
14
15
A.C. & Esther Johannesen
B.337 P.512
B.642 P.305
Frances F. Stafford
B.840 P.49
Christian Johannessen
32
31
B.150 P.25
30
29
28
27
Bernice
26
B.886
P.435
Philip & Rose Zerr
25
B.1338
P.139
Marguerite J. Fenley
24
B.1089
P.202
Elmo C. Pierson
23
B.1902
P.233
Donald & Charlotte Hull
22
B.500
P.433
William & Bertha Conn
21
B.433
P.586
Portland Gen. Elect.
B.1862 P.97
20
19
S.W. 65TH. AVE.
Wisner
Is Corne
Bronze
In Conc.
S.H.R.W.
N. 654,
E. 1,424

June 3, 1970

Mr. Robert E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Attention: Mr. C. T. Christianson

Dear Mr. Simpson:

Re: North Tigard Interchange
North Tigard Intchge-Hubbard Intchge Section
Pacific Highway, Multnomah County

Herewith, as promised at our last meeting, a recent traffic study pointing up the need for the revised truck lane on the North Tigard Interchange. Also included in the study are traffic projections southerly to the South Tigard Interchange. Apparently a fourth lane northbound will be needed within a 20-year projection.

This is sent to you for use in getting the North Tigard design approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By B

D. J. Barbee
Design Engineer

Attachment
DNS:jp
cc: F. B. Klaboe

Routing
Barbee
1 Hall ✓
A. Olson
Sample
Terpin
Swanson

RECEIVED
JUN 5 1970
DESIGN
DIVISION

Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

SUMMARY OF TRAFFIC ON I-5

SOUTH TIGARD INTERCHANGE TO NORTH TIGARD INTERCHANGE
WEAVE CONDITION TO NORTH TIGARD INTERCHANGE

Analysis of traffic distribution through and north of the Tigard Interchange indicate an undesirable weave will occur between trucks and passenger cars as shown in Diagram "B". The outside lane is assumed to be a truck climbing lane only, with 180 trucks through the interchange with speeds near 20 MPH representing 1,260 equivalent passenger cars per hour. The movements and distribution of vehicles assumes all trucks will move into the right lane just north of the interchange and passenger cars will occupy the three inside lanes which is impractical since a weave distance of 2,500 feet is required for trucks to weave against passenger cars entering from Barbur Boulevard. If trucks occupy the two outside lanes, distribution of passenger car traffic on the two inside lanes will increase, resulting in congestion north of the interchange.

A practical solution to the above situation would be to place the trucks to the right of the entering traffic from Barbur Boulevard. This can be accomplished by removing the trucks from the freeway by way of a truck lane south of the Barbur on-ramp and enter the freeway again on the outside of the Barbur Boulevard traffic. The traffic distribution north of the Tigard Interchange would be as shown in Diagram "C". With two lanes of traffic on, trucks will occupy the right lane and no weave need occur between passenger cars and slow moving trucks. This traffic pattern would not affect the weave at Haines Road on-ramp since the passenger cars approaching from Haines Road would have to weave against the trucks in either case to move into the inside lanes.

Calculations show a climbing lane is justified on I-5 from South Tigard Interchange to North Tigard Interchange based on 1992 DHV with six percent trucks during the design hour. The calculations show if the DHV exceed 3,640 vph, a climbing lane is justified. The projected traffic on the section between South Tigard Interchange and Haines Road Interchange is 3,690 DHV and the section from Haines Road to North Tigard Interchange is 3,890 DHV.

Further justification can be obtained if we assume all trucks occupy the outside lane at a speed of 18 to 20 MPH, then passenger cars would occupy the two inside lanes or 3,690 vph - 210 trucks = 3,480 passenger cars per hour. For Level of Service C, (design capacity) with no trucks, each lane can carry 1,500 vph. With only three lanes northbound, the two inside lanes will have 1,740 vph each, therefore, a deficiency will exist in the number of lanes provided.

The weave length required between Haines Road and North Tigard Interchange is a minimum of 1,800 feet. The number of lanes required in this section due to weaving are four lanes.

In summary, based upon the above analysis, we recommend a truck ramp be provided through the North Tigard Interchange and a climbing lane be provided on I-5 from South Tigard Interchange to North Tigard Interchange.

I-5

DISTRIBUTION OF TRAFFIC - SOUTH TIGARD TO NORTH TIGARD

5-22-70

HAINES ROAD INTERCHANGE Ⓐ

1992 ADT AT APPROACH = 28,900

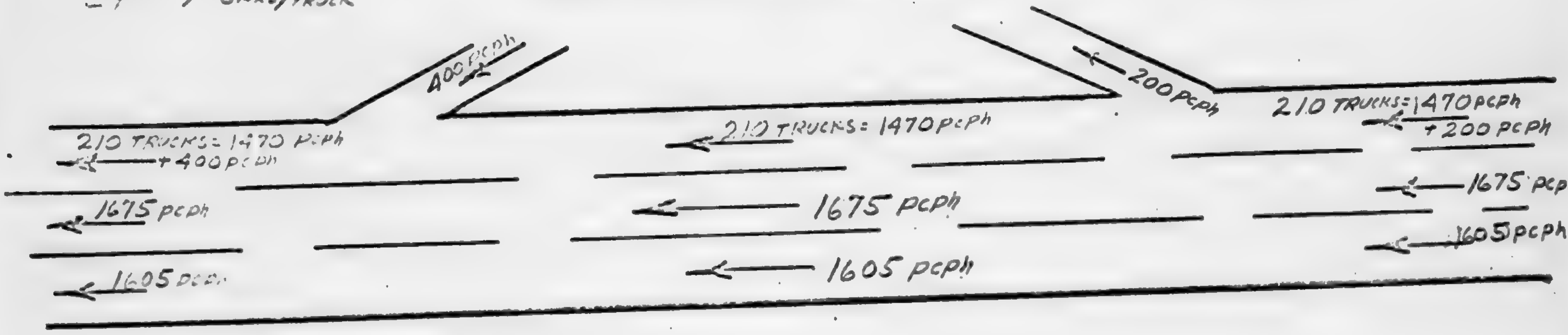
1992 DHV " " = 3690

6% TRUCKS DURING DESIGN HOUR = 210 TRUCKS/HR

GRADE = +5.5% FOR 0.35 MILE AND + 3.5% FOR 0.37 MILES

E_T = 7 CARS/TRUCK

EQUIVALENT PASSENGER CARS = 3690 - 210 + 210(7) = 4950 pcph


400 pcph
200 pcph
210 TRUCKS = 1470 pcph
+400 pcph
210 TRUCKS = 1470 pcph
210 TRUCKS = 1470 pcph
+200 pcph
1675 pcph
1675 pcph
1675 pcph
1605 pcph
1605 pcph
1605 pcph

NORTH TIGARD INTERCHANGE Ⓑ

1992 ADT AT APPROACH = 30,000

1992 DHV AT APPROACH = 3890

6% TRUCKS DURING DESIGN HOUR = 210 TRUCKS/HR

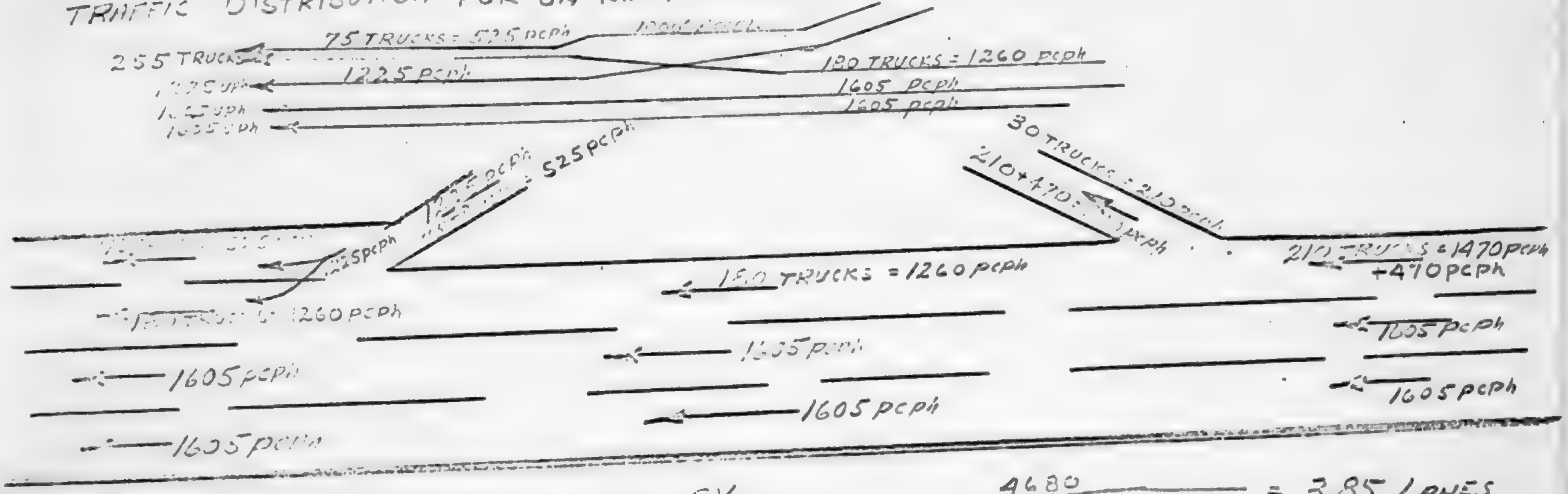
GRADE = +3.5%

E_T = 7 CARS/TRUCK

EQUIVALENT PASSENGER CARS TO BARBUR BLVD = 500 - 30 + 30(7) = 680 pcph

EQUIVALENT PASSENGER CARS FROM BARBUR BLVD = 1300 - 75 + 75(7) = 1750 pcph

TRAFFIC DISTRIBUTION FOR ON RAMP FROM BARBUR WOULD BE;


255 TRUCKS
75 TRUCKS = 525 pcph
1225 pcph
180 TRUCKS = 1260 pcph
1605 pcph
1605 pcph
525 pcph
30 TRUCKS = 210 pcph
210+470
225 pcph
180 TRUCKS = 1260 pcph
1260 pcph
210 TRUCKS = 1470 pcph
+470 pcph
1605 pcph
1605 pcph
1605 pcph
1605 pcph
1605 pcph
1605 pcph

FOR LEVEL SERVICE D

$N = \frac{SV}{2000\,V/C\,T_L\,W}$

$N = \frac{4680}{2000(0.82)(0.74)(1.0)} = 3.85$ LANES

NORTH OF INTERCHANGE

I-5

DISTRIBUTION OF TRAFFIC - SOUTH TIGARD TO NORTH TIGARD

5-22-70

NORTH TIGARD INTERCHANGE ©

1992 ADT AT APPROACH = 30,000   1992 DHV AT APPROACH = 3890

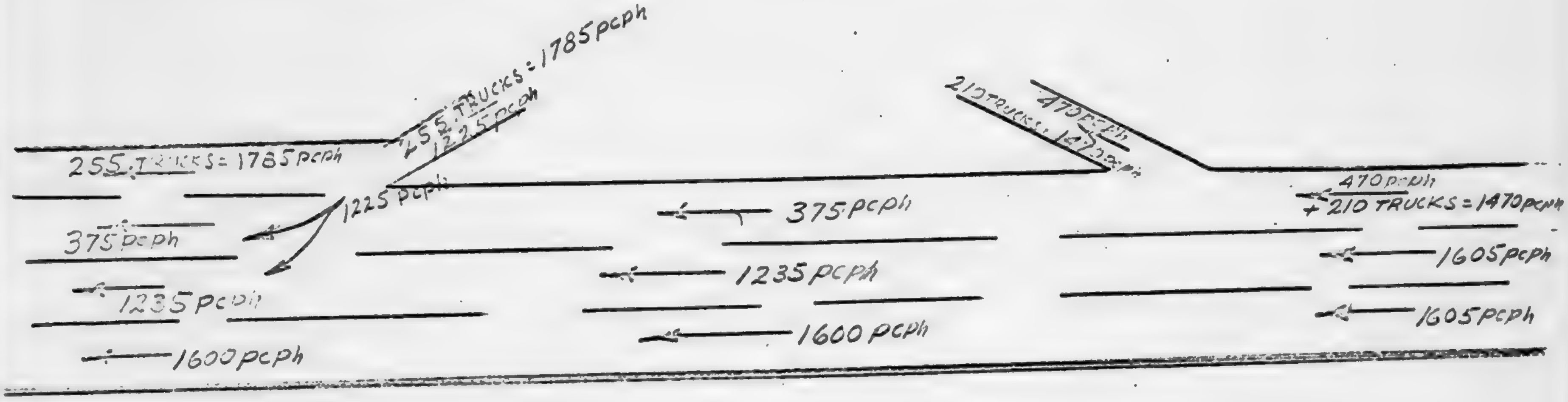
6% TRUCKS DURING DESIGN HOUR = 210 TRUCKS/HR   GRADE = 3.5%

ET = 7 CARS/TRUCK

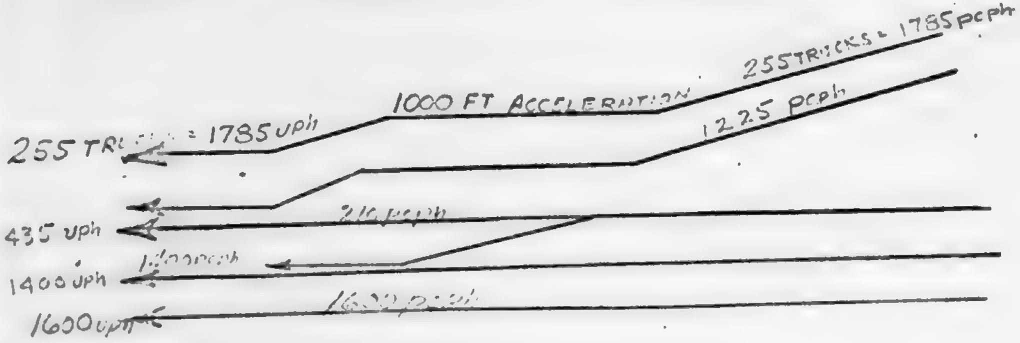
EQUIVALENT PASSENGER CARS TO BARBUR BLVD = 500 - 30 + 30(7) + 180(7) = 1940 pcph

EQUIVALENT PASSENGER CARS FROM BARBUR BLVD = 1300 - 75 + 75(7) + 180(7) = 3010 pcph

ASSUME ALL THROUGH TRUCKS LEAVE FREEWAY AT BARBUR OFF RAMP AND ENTER AGAIN AT BARBUR ON RAMP.

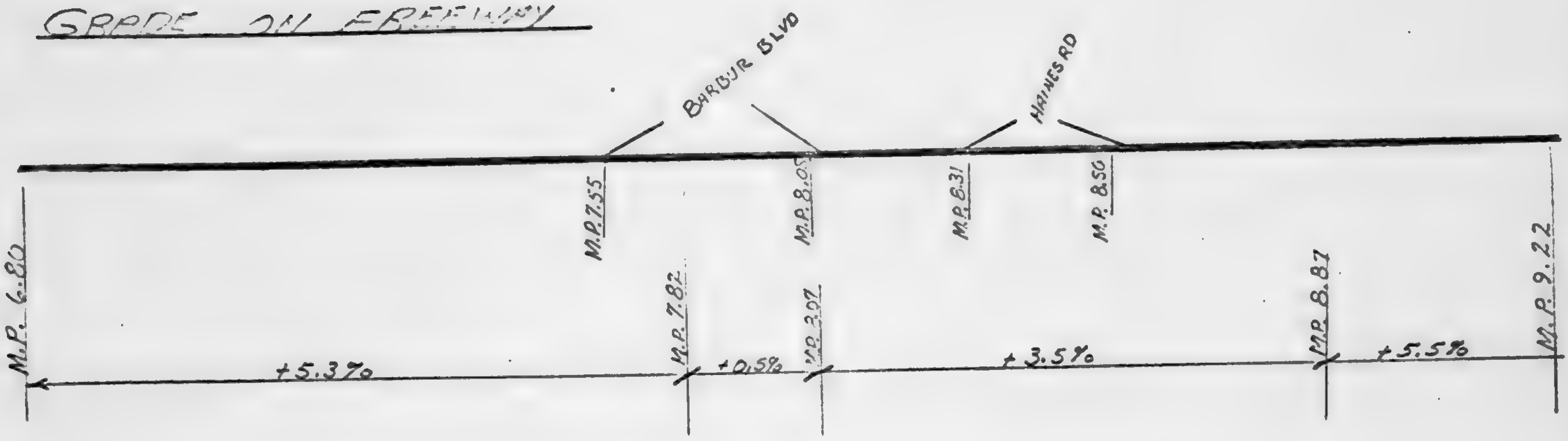

255 TRUCKS = 1785 pcph
1225 pcph
255 TRUCKS = 1785 pcph
1225 pcph
375 pcph
1235 pcph
1600 pcph
375 pcph
1235 pcph
1600 pcph
210 TRUCKS = 1470 pcph
470 pcph
470 pcph
+ 210 TRUCKS = 1470 pcph
1605 pcph
1605 pcph

WITH 2 LANES ON FROM BARBUR TRAFFIC DISTRIBUTION WOULD BE ;

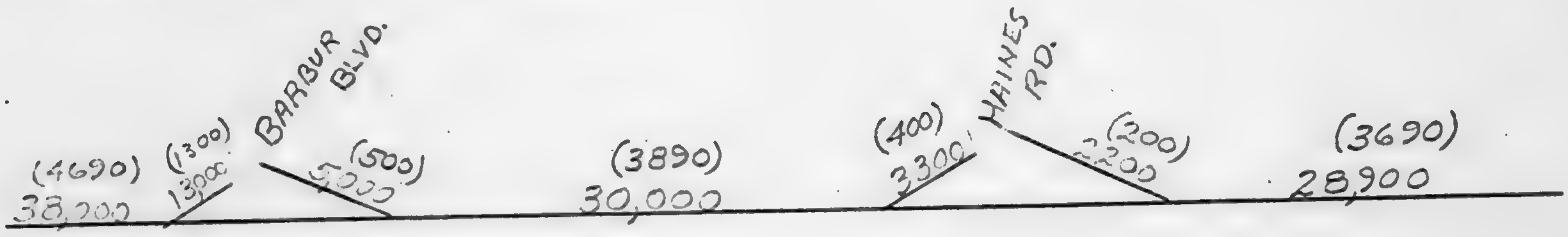

255 TRUCKS = 1785 pcph
1225 pcph
1000 FT ACCELERATION
255 TRUCKS = 1785 vph
210 pcph
1435 vph
1400 pcph
1400 vph
1600 pcph
1600 vph

SOUTH TIGARD TO NORTH TIGARD INTERCHANGE ON I-5

GRADE ON FREEWAY


BARBUR BLVD
HAINES RD
M.P. 7.55
M.P. 8.05
M.P. 8.31
M.P. 8.50
M.P. 6.80
M.P. 7.82
M.P. 8.07
M.P. 8.87
M.P. 9.22
+5.3%
+0.5%
+3.5%
+5.5%

1992 ADT AND DHV


(4690)
38,000
(1300)
13,000
BARBUR BLVD.
(500)
5000
(3890)
30,000
(400)
3300
HAINES RD.
(200)
2200
(3690)
28,900

1992 ADT
(1992) DHV

SOUTH TIGARD TO NORTH TIGARD INTERCHANGE

5-22-70

SOUTH TIGARD STRUCTURE IS AT M.P. 9.22

HAINES RD INTERCHANGE IS AT M.P. 8.28

NORTH TIGARD INTERCHANGE IS AT M.P. 7.88

SAG IS M.P. 9.22

CREST IS 6.80

M.P. 9.22 TO M.P. 8.87 +5.5 % GRADE = 0.35 Mi = 1850 FT

M.P. 8.87 TO M.P. 8.07 +3.5% GRADE = 0.80 Mi = 4200 FT

M.P. 8.07 TO M.P. 7.82 +0.5% GRADE = 0.25 Mi = 1400 FT

M.P. 7.82 TO M.P. 6.80 + 5.3% GRADE = 1.02 Mi = 5300 FT

* AT APPROACH OF HAINES RD TRUCK SPEED = 18 mph.
AT APPROACH OF NORTH TIGARD TRUCK SPEED = 25 mph.
AT CREST TRUCK SPEED = 19 mph

* SEE AASHO GEOMETRIC DESIGN OF RURAL HIGHWAYS P. 197

CLIMBING LANE JUSTIFICATION

AASHO GEOMETRIC DESIGN OF RURAL HIGHWAYS P. 287

$$\text{DESIGN CAPACITY} = \frac{100 \times (\text{CAPACITY WITH NO TRUCKS})}{100 + T(f-1)}$$

$T = 6\%$ DURING DHV

$f = 11$ cars / TRUCK

$$\text{DESIGN CAPACITY} = \frac{100\,(3)(1500)}{100+6(11-1)} = \frac{100\,(4500)}{160} = 2800 \text{ uph}$$

CLIMBING LANE IS JUSTIFIED IF DHV EXCEEDS 130% OF CAPACITY

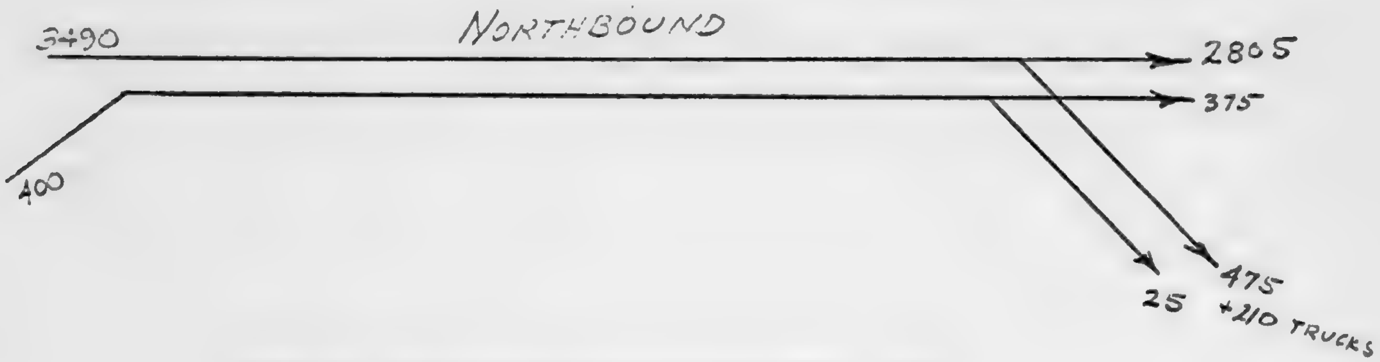
2800 (130%) = 3640 uph

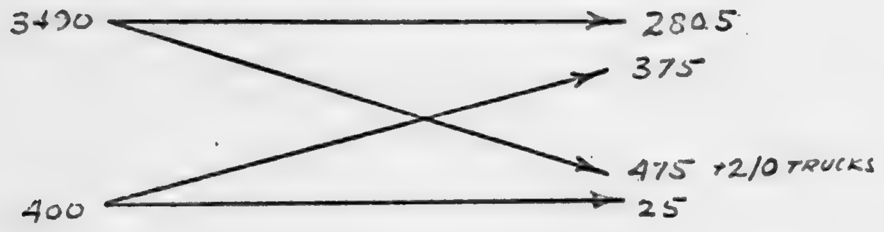
THEREFORE SINCE 1992 DDHV IS 3690 uph, AS SHOWN IN 1970 INTERSTATE NEEDS STUDY, A CLIMBING LANE IS JUSTIFIED.

HAINES ROAD TO NORTH TIGARD INTERCHANGE

5-22-70

1992 DHV BASED ON 1970 INTERSTATE NEEDS STUDY AND 6-5 FTS


NORTHBOUND
3490
400
2805
375
475
25
+210 TRUCKS


3490
400
2805
375
475 +210 TRUCKS
25

6 % TRUCKS DURING DESIGN HOUR, IN WEAVE WE HAVE $\frac{210}{1060} = 20\%$ TRUCKS, THE TRUCK EQUIVALENT $E_T = 7$, $T_F = 0.74$

WEAVE VOLUME $= 375 + 475 + 210(7) = 2320$ pcph

WEAVE LENGTH REQUIRED; SINCE OUR SPEEDS ARE LOWER DUE TO GRADE A VALUE OF K = 3.0 IS TO BE USED.

FOR K = 3.0 L = 1800 FT. HAVE 1400 FT

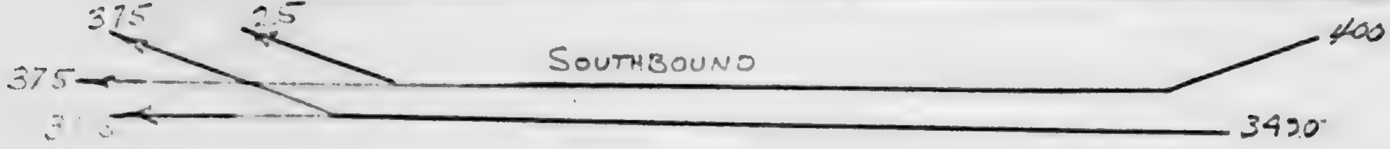
∴ WEAVE WILL OPERATE AT LEVEL OF SERVICE D.

NUMBER OF LANES

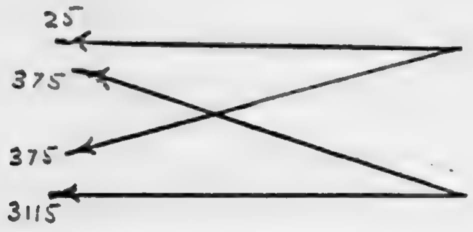
$$N = \frac{V + (K-1)V_{w2}}{SV} = \frac{3890 + 2(375)}{0.74(1500)} = \frac{3890 + 750}{1110} = 4.15 \text{ LANES}$$

NORTH TIGARD INTERCHANGE TO HAINES ROAD INTERCHANGE

5-22-70


375
25
SOUTHBOUND
400
375
3115
3490

1992 DHV


25
375
375
3115

6% TRUCKS DURING DESIGN HOUR, $E_T = 2$ cars/truck, $T_F = 0.94$

TOTAL WEAVE = $\frac{375+375}{0.94} = \frac{750}{0.94} = 800$ pcph

WEAVE LENGTH REQUIRED FOR $K = 2.95$ $L = 600$ FT HAVE 1300'

$K = 2.0$

$N = \frac{3890 + (2-1)(375)}{1500(0.94)} = \frac{4265}{1410} = 3.0$ LANES SOUTHBOUND

'015

1

Form FHWA-121 (12-6

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 27, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(--)
Barber Blvd. - Boones Ferry Rd. Section
Pacific Highway
Haines Road Interchange

We have reviewed the proposed modifications to the subject interchange. This interchange is rather unique in that it does not connect to a through street or road while being only 0.25 miles from a major interchange. This is not the type of connection normally associated with a multi-lane freeway in an urban area.

We do not intend to retract our previous approvals on this layout since the usage is local and no significant operational problems are anticipated. We would like to know what future plans, if any, the County may have in this area that could be coordinated with an interchange at this locality in a more compatible manner.

The layout as presented should be updated to provide longer deceleration distances and possibly increased acceleration lengths. It is also suggested that the southbound exit point be located just prior to the Haines Road structure. This would require a longer structure at that point. We are also interested in knowing the status of the local road to the west of the westerly ramp termini. Perhaps this intersection could use further improvement in connection with that road.

I would be happy to discuss these points with you at your convenience. Our approval of the modified bridge width at Haines Road will be detained pending your consideration of our suggestions since you may wish to make additional changes in the layout.

1
2
3. Gmf 5-29-70

MAY 29 '70
Baker
DIVISION

New plan prepared approx. as stated above and BPR approval obtained
DSH.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9615

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 7, 1969

SUBJECT: N. Tigard Intch-Hubbard Intch Sec
Pacific Highway
R/W File 38997, Sharff & Son Co.

To: Mr. D. J. Barbee
Design Engineer
Salem

Attached you will find a sketch map showing a revision of the taking of the Sharff and Son Company property, R/W File No. 38997.

Some months ago, Mr. Cameron was asked to establish a right of way through the Erickson property since he was selling it to Mr. Sharff. Mr. Cameron has now determined that our right of way should be refined to that shown in red on the attached sketch. This will clear Sharff and Son Company's improvements and actually results in a smaller taking along one side of the property; however, near the frontage road and Bonita Road, there is a slightly larger taking. This description is based on metes and bounds since this is the way the existing property is described in the right of way files and in the complaint.

I would recommend that our proposed taking be revised as Mr. Cameron has indicated.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

REFERRED TO
Olson
Design Engr.
Review & advise.
B.

DHH:nlb

Encl.

cc: R. R. Cameron

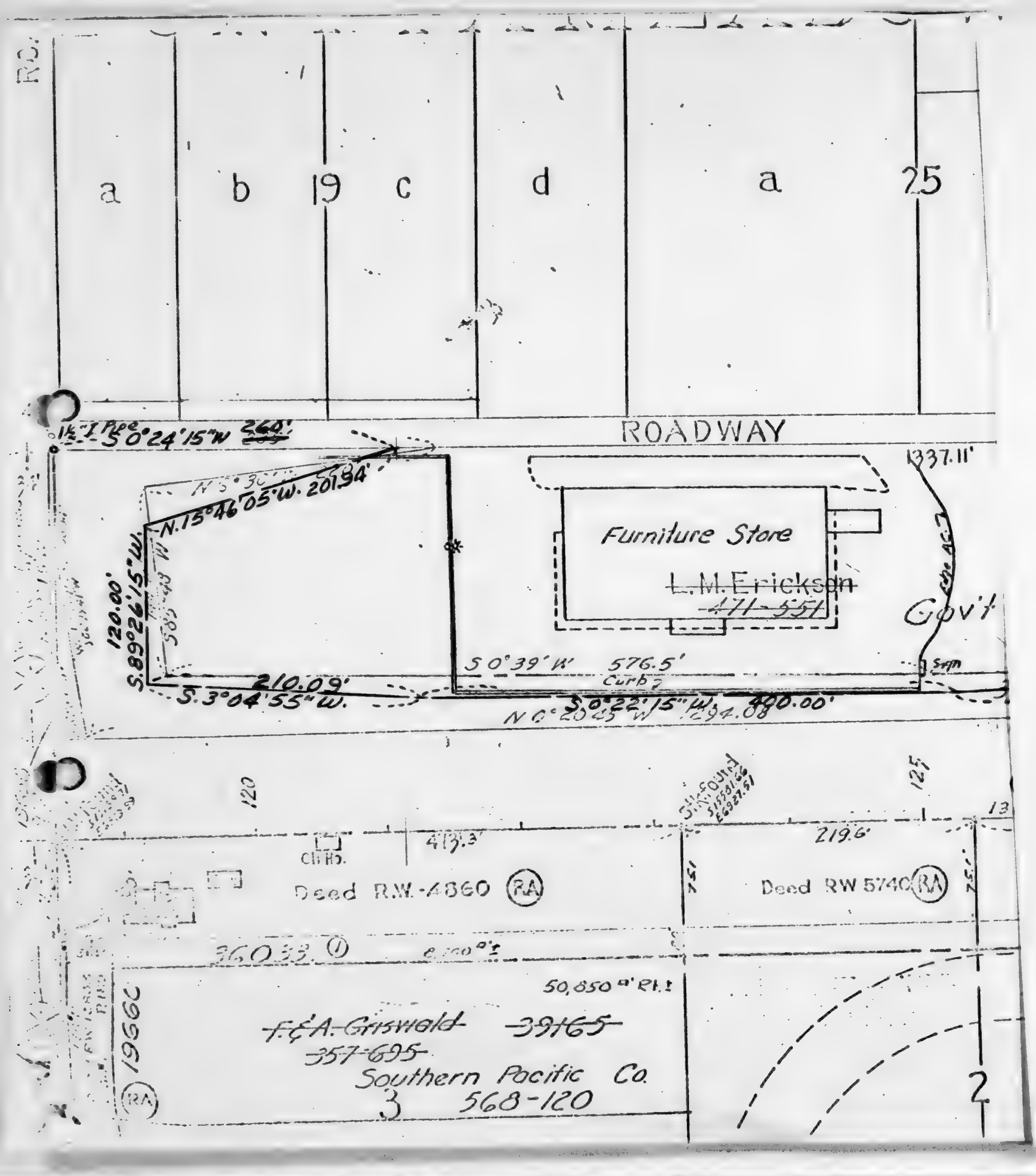
RECEIVED
AUG - 8 1969
DESIGN
DIVISION

1
2 B

Olson
Sample

Wills
3 Scott
R. Olson
Carstensen

Revised desc. to R/W 8-20-69

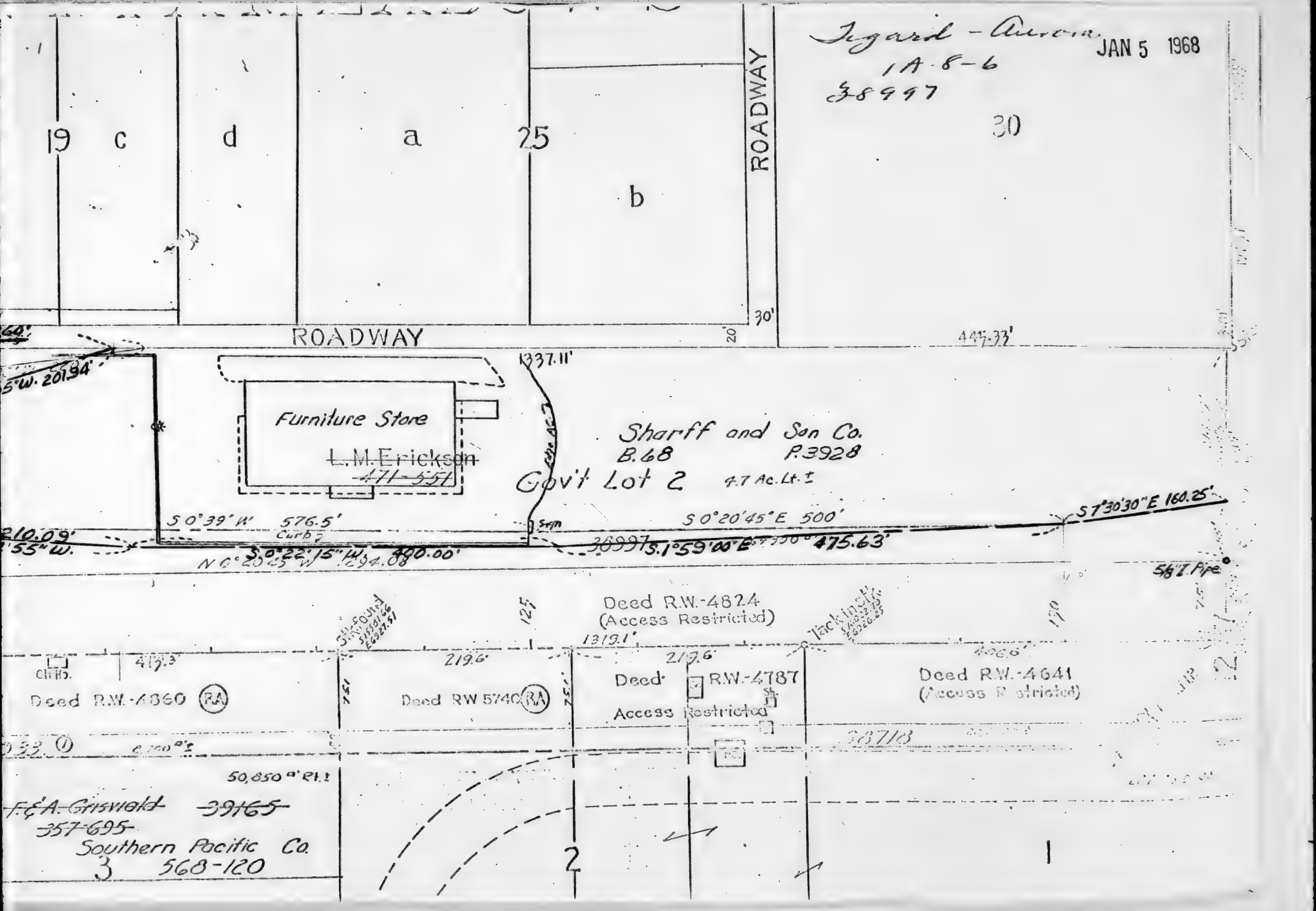

RD.
a
b
19
c
d
a
25
ROADWAY
1½" I Pipe
S 0°24'15"W 260'
N 15°46'05"W 201.34'
N 5°30'
120.00'
S.89°26'15"W.
S85°48'W
210.09'
S.3°04'55"W.
Furniture Store
~~L.M. Erickson~~
~~471-551~~
Gov't
1337.11'
S 0°39'W 576.5'
Curb
S 0°22'15"W. 400.00'
N 0°20'25"W 1294.08
Stk found
120
125
13
Clf Hs.
419.3'
219.6'
Deed R.W.-4860 (RA)
Deed RW 5740 (RA)
75'
75'
360.33 ①
50,850 □' Rt
(RA) 1966C
~~F.&A. Griswold~~ ~~39165~~
~~357-695~~
Southern Pacific Co.
3
568-120
2

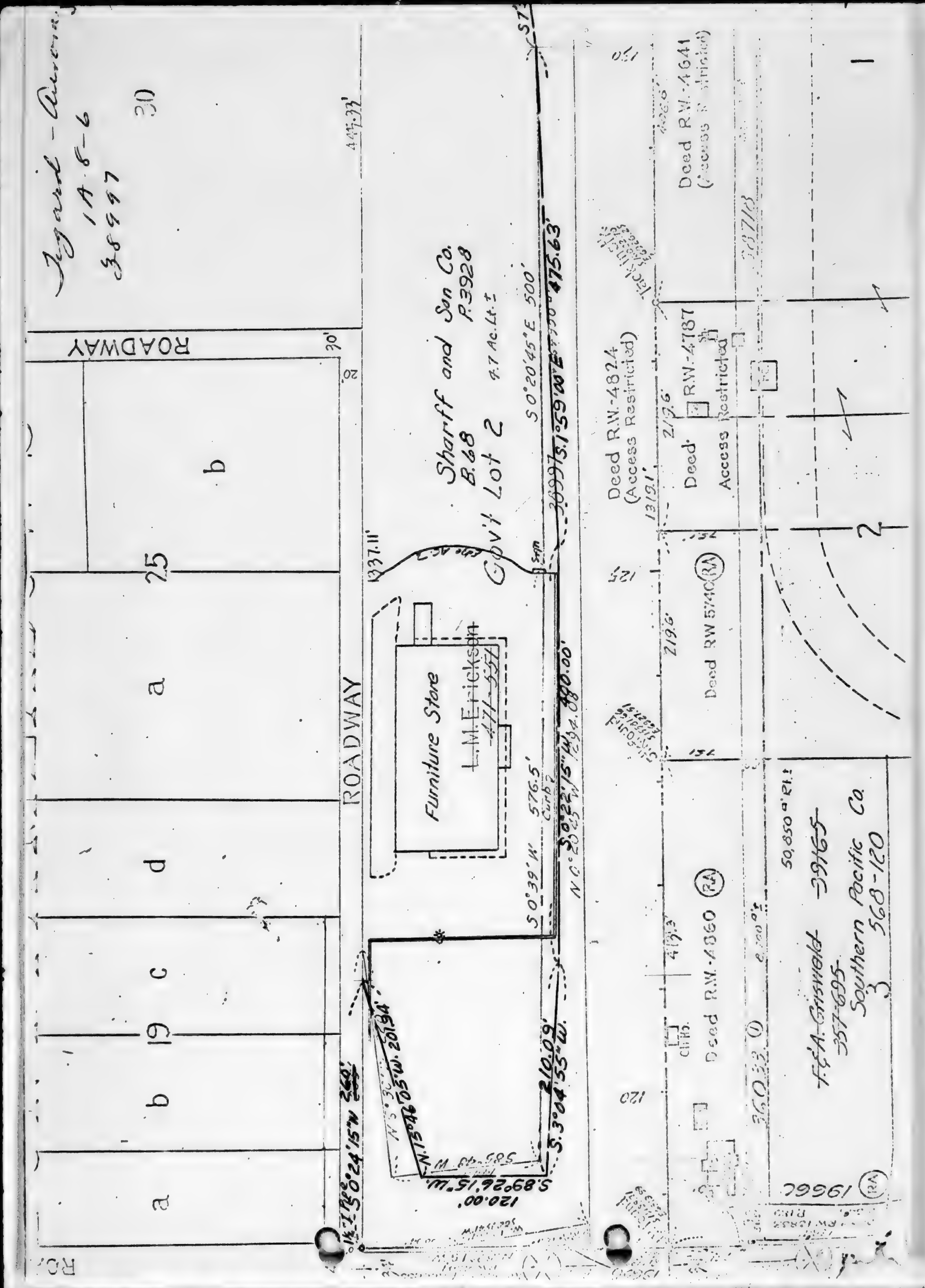
OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

Tigard - Aurora
1A-8-6
38997
JAN 5 1968
19
c
d
a
25
b
ROADWAY
30
ROADWAY
30'
20
447.33'
1337.11'
5°W. 201.34'
210.09'
55" W.
Furniture Store
~~L.M.Erickson~~
~~471-551~~
Sharff and Son Co.
B.68
P.3928
Gov't Lot 2
4.7 Ac. Lt.±
S 0°39' W
576.5'
Curb
Sign
S 0°20'45" E 500'
S 1°30'30" E 160.25'
~~36997~~
S.1°59'00" E
475.63'
S 0°22'15" W
400.00'
N 0°20'45" W 294.08
56" I. Pipe
Deed R.W.-4824
(Access Restricted)
125
150
1319.1'
Sil. found S1558156 E6927.51
Tack in C.B. S1602.75 E6926.25
419.3'
219.6'
219.6'
406.6'
Deed R.W.-4860 (RA)
Deed RW 5740 (RA)
Deed
R.W.-4787
Access Restricted
Deed R.W.-4641
(Access Restricted)
Sh.
P.C.
C.H.B.
38718
50,850 a' Rt.±
~~F.&A. Griswold~~
~~39165~~
~~357-695~~
Southern Pacific Co.
3
568-120
2
1


Tygard - Averr
1A-6-6
38997
30
ROADWAY
30'
b
25
a
d
c
19
b
a
ROADWAY
447.33'
1337.11'
Sharff and Son Co.
B.68 P.3928
Gov't Lot 2
9.7 Ac. Lt.
Furniture Store
L.M. Erickson
471-551
S 0°20'45" E 500'
S 1°59'00" E 475.63'
3699
S 0°39' W 576.5'
Curb
S 0°22'15" W 294.88'
N 0°20'45" W
210.09'
S 3°04'55" W
N 13°46'05" W 201.94'
S 89°26'15" W 120.00'
S 0°24'15" W
Deed R.W.-4824
(Access Restricted)
1319.1'
Deed R.W.-4787
Access Restricted
Deed
219.6'
Deed R.W.-4641
(Access Restricted)
Deed RW 5740
RA
Deed R.W.-4860
RA
Cliffs
36,033
50,850 sq ft
F.&A. Griswold 357-695
39165
Southern Pacific Co.
568-120
19660
RA
1
2
3

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 22, 1969

File

SUBJECT: ~~North Tigard Intch-Hubbard Intch Section~~
Pacific Highway -1
Tualatin River Bridges
Vicinity Addendum

To: Mr. D. J. Barbee
Design Engineer
Salem

You will find attached the following:

- 1 Federal Aid Sheet, Vicinity Map Addendum, Tualatin River Bridges
- 1 Book Level Notes
- 1 Book Computations for Epoxy Concrete
- 1 Letter of Transmittal from Resident Engineer

Mr. Cameron's transmittal letter explains his calculations in raising the existing structures, cleaning off existing asphalt overlays and bringing the deck surface to final grade with epoxy concrete.

I suggest that two other possible alternate revisions to these structures be considered. The extension of the existing piers and construction of two more lanes of bridge deck is common to Mr. Cameron's suggestion as well as the two that I am about to propose.

Bridge
5-23-69

First, I would propose that we investigate removing the existing deck, pouring the existing beams to an increased depth and pouring a new deck to the proposed finished grade. I would also propose that we investigate the cost of removing both the deck and the beams, placing prestressed beams on existing piers, and pouring the new deck to grade.

We have found on the Wilsonville job that the contractor was willing to remove and pour new decks for less money than he was willing to jack the structure and place the epoxy patches. It has also been indicated to us by the epoxy manufacturers that they cannot guarantee epoxy overlays when the depth is much over 1/2 inch. You will note that Mr. Cameron's overlays approach .4 of a foot, this being necessary because of the old crown section on these structures. This should complete the information required for the Tualatin River Bridges.

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MAY 23 1969
DESIGN
DIVISION

Hall
A. Olson
Sample
Terpin
Swenson
Wills
Hackleman
Scott
R. Olson
Carstensen
CARSTENSEN

L. W. Rulien
Division Engineer
by
D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb
Encl.
cc: R. R. Cameron

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Oregon City
May 12, 1969

SUBJECT: N. Tigard Interchange -
Hubbard Interchange Section
Pacific Highway (I-5)
Tualatin River Bridges Vicinity
Addendum

To:

L. W. Rulien
Division Engineer

Milwaukie

Attn: Don H. Haller

The following are submitted herewith:

1 Federal Aid Sheet, Vicinity Map Addendum, Tualatin River Bridges
1 Book Level notes
1 Book Computations for Epoxy Concrete

The Vicinity Map Addendum submitted herewith has been prepared to show existing elevations, proposed deck elevations and proposed finish grade. It is proposed that the bridges be raised from the existing elevations to the proposed deck elevations. Epoxy Concrete of 1/2" minimum thickness is proposed to bring the bridge deck up to the proposed finish grade and cross slope.

There is an existing asphaltic concrete overlay on the existing bridge deck. It will be necessary to remove this Asphaltic Concrete and clean the deck before applying the Epoxy Concrete. Existing elevations shown on the bridge deck were taken on the surface of the Portland Cement Concrete after chipping away the A C.

The "L^8" and "L^9" finish profile grades as submitted earlier have been revised to allow 8 inches of Portland Cement Concrete Paving to be constructed up to the existing bridge ends without removing the existing A C surfacing.

R R Cameron

R. R. Cameron
Resident Engineer

9615

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

NOTED
H. S. COX

May 16, 1969

RECEIVED
MAY 20 1969
ENGINEER
COUNTY & CITY DIVISION

City-County Relations
Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. H. S. Cox, Engineer

Gentlemen:

On August 30, 1968 your department over the signature of Mainor C. Holmes, Engineering Assistant, transmitted to the county three copies of a draft pertaining to the reconstruction of the North Tigard Interchange-Wilsonville Section of the Pacific Highway, State Primary Highway #1 (I-5). Subsequent thereto, you transmitted an agreement for the section from Wilsonville to I-205 to the county and said agreement was executed by the county.

The county and the Board of Commissioners after considerable study of the matter and consultation with cities and other groups involved at their regular meeting May 13, 1969, held a public hearing for informational purposes on the widening of I-5 from I-205 to the North Tigard Interchange. Also considered at this hearing was the report of the county's Department of Public Works, copy attached.

After their hearing, the Board of Commissioners by resolution and order adopted the report of the Public Works Department and directed that your agency be so notified. Accordingly, we are transmitting to you a copy of this report for use in the preparation of the final agreement between the state and the county. Undoubtedly, before preparing such an agreement, your office will desire to discuss the various matters with this department to gain further background and explanations.

The matter of an adequate freeway access to the mushrooming industrial area along 72nd Avenue is of particular concern to the county. It appears that several alternatives to the solution of this problem exist. The basic problem is that the interchange with 72nd and the Beaverton-Tigard

NOTED
DON HARWELL

freeway is only one-half of an interchange which limits some of the larger trucks to the use of the Lower Boones Ferry Interchange. It is therefore urged that your department give considerable consideration to providing better truck access between the freeway and this industrial area. Three locations which might be investigated are; the Upper Boones Ferry Interchange, the Bonita Road Interchange (discontinued) and the 72nd, Beaverton-Tigard Expressway Interchange.

As you are aware, the county plans to improve 72nd under F.A.S. Project, providing necessary approvals can be obtained.

We will be glad to discuss these matters with you at your convenience.

Very truly yours,

Ken Meng
Director of Public Works

KM:jt
Attachment: Report

WASHINGTON COUNTY

Inter-Department Correspondence

Date April 4, 1969

To : Honorable Board of Commissioners

From : Director of Public Works

Subject : Reconstruction North Tigard Interchange - Wilsonville Interchange - I-5

The Oregon State Highway Department has forwarded to this department a rough draft of an agreement between Washington County and the Oregon State Highway Department pertaining to the reconstruction of Interstate 5 from the Wilsonville Interchange (Clackamas County Line) to the North Tigard Interchange. The proposed form of the agreement is a standard type previously executed by the Washington County Board of Commissioners, has been reviewed and approved by the former County Counsel.

Basically the project calls for six-laning Interstate 5 between the aforementioned points and has previously obtained public exposure by virtue of a public informational session held at the Tualatin City Hall. The improvement of this route calls for re-building most of the structures and interchanges on the existing system, with the result that certain roads are to be closed, other roads are to be reconstructed and revert to the county for maintenance and jurisdiction. The project also incorporates the westerly terminus of Interstate 205.

Since the magnitude of this project is rather large, the Public Works Department has spent considerable time reviewing and investigating, including contacts with the affected cities. Accordingly the Public Works Department recommends that your Board execute the agreement with the following provisions:

1. NORWOOD OVERPASS
The proposed paving improvement of the frontage road on the east side of the freeway be extended southerly to connect with Norwood Road.

2. I-205 INTERCHANGE
Add to paragraph 4 of the agreement (THINGS TO BE DONE BY THE STATE) Robbins Road (Avery Road) cul-de-sac lying on the south side of Interstate 205 and the east side of Interstate 5. Southerly extension and cul-de-sac of road running from Sagert Road south on the west side of Interstate 5.

3. Give careful consideration to back water and flooding conditions in the vicinity of the existing structures on the south side of Nyberg Road before deciding to replace these structures with culverts.

RECEIVED
MAY 20 1969
ENGINEER
COUNTY & CITY DIVISION

4. Provide sufficient width to accommodate four lanes of traffic ✓ on the reconstructed Nyberg Road overpass.

5. Make proper arrangements with the City of Tualatin for the protection, during construction, relocation and/or adjustment of its water lines located on the Southern Pacific Railroad overpass and buried under the Nyberg Road Interchange. Arrangements to be both physical and financially, since the City of Tualatin is not presently in a position to finance this work.

6. LOWER BOONES FERRY INTERCHANGE
The portion of Bryant Road between S. W. 72nd Avenue and the freeway lying on the west side of said freeway to be provided with a cul-de-sac on its easterly end (the west side of the freeway) to remain in a paved ✓ condition and to be relinquished to the county. Thus providing service to county owned property lying north thereof.

7. State should recognize the possibility of a future connection of the S. W. 145th Avenue facility to this interchange.

8. Provisions made for future four-laning under the freeway at the Lower Boones Ferry structure.

9. BEAVERTON-TIGARD EXPRESSWAY INTERCHANGE
Since this interchange connects to freeway systems, consideration to converting said interchange to a full freeway to freeway interchange should be given by the state at this time. Especially in its northeast quadrant where northbound Interstate 5 traffic transfers to northbound Beaverton-Tigard Expressway.

10. HAINES INTERCHANGE
It is our information that the State intends to acquire the abutting property on Garfield Street from Haines Street south to 3rd Street and to vacate this existing paved street. Since said street now provides the only paved access to the water storage facilities maintained by the Tigard Water District on the northwest corner of Second Street and Garfield and since the Tigard Water District indicates their plans for expansion of this facility and in light of the State removing the only paved access to this facility, Second Street should be paved from Lincoln Street easterly to a proper cul-de-sac in order to serve the Tigard Water District property. After proper improvements, this portion of Second Street should be established as a county road. If the State Highway Department and the Tigard Water District arrive at satisfactory arrangements for access to the facility, this requirement need not be a part of the county's position.

11. The portion of Haines street lying east of the freeway should have its orange color removed from exhibit A since it lies within Multnomah County and is not a part of this agreement.

12. GENERAL

The City of Tualatin indicates that their recent water system study requires a 16" water main at Boones Ferry Road, a 12" at the Tualatin River and other water lines crossing the freeway on Sagert Road and Norwood Road. The State Highway Department should consult with the City of Tualatin for inclusion of provisions to handle these utilities on their proposed structures.

13. State must give ample notice to the county, the effected cities and the general public before closing any overpass or underpass structure for reconstruction purposes, including tentative dates of closure and suggested alternate routes.

14. Agreement should include a section whereby the State agrees to supply the county, Department of Public Works, with a copy of all survey field notes and as built drawings, especially pertaining to those portions of the improvement which the county is to assume. The paragraph should further state that the State Highway Department shall monument and tie to existing government survey corners, intersections of the center lines of those roads which are to be established as county roads with the controlled access line of the freeway, as well as other points which in the opinion of the Public Works Department are necessary to properly define the county portion for the purpose of establishing as a county road.

In order to meet their schedule of bid letting, the State Highway Department needs rapid action in so far as the Interstate 205 Wilsonville Interchange Section is concerned and therefore they are preparing an agreement on this portion to meet their immediate needs in the event your Board wishes to take more time for study on the remainder of the proposed project. On the other hand, if your Board can arrive at a position as hereinabove stated, or as modified, and the State can incorporate that position in the agreement, one executed agreement can cover the entire project. We are cognizant of the fact that to sufficiently acquaint oneself with the details of a project of this magnitude to enable decisions to be made takes time. Therefore your Board may wish to just consider the Wilsonville, I-205 section at this time. We will be glad to answer or secure the information on any questions you may have.

A final matter I would like to cover concerns problems being experienced by industrial concerns along S. W. 72nd Avenue who depend heavily on truck transportation. This is perhaps expressed best in a letter from Mr. Raleigh Halstrom, Safety & Compliance, Corporate Trucking for the Georgia-Pacific Corporation to the Oregon State Highway Department, dated December 20, 1968. Said letter discusses ten problem locations which are deemed by the author to be extremely hazardous for truck traffic. Four of these items directly concern Washington County, one Clackamas County and the remaining five the State Highway Department. This letter is on file in our office if your Board would care to review it or we could present a summary of the contents. The point I wish to make, however, is that all of these items tend to point to the need for a full freeway interchange closer to the center of this industrial area. The letter suggests utilizing the intersection of S. W. Bonita Road with Interstate 5. The proposed agreement covered in this letter calls for the closure of the partial interchange which had heretofor been in service.

With the proposal of the State Highway Department on the improvement of Interstate 5, truck traffic destined for the 72nd Avenue industrial area will be forced to use either the Lower Boones Ferry Interchange or the Beaverton-Tigard Expressway to 72nd route. Your Board, therefore, may wish to consider requesting that the State Highway Department give careful consideration to the construction of a full interchange at Bonita Road. It is our opinion that such an interchange would be of great value to the industrial area and greatly reduce possible conflicts between truck and other vehicle traffic using S. W. 72nd Avenue.

Respectfully submitted,

Ken Meng
Director of Public Works

KM:jt
cc: Cities of Tigard, Tualatin, Durham
Oregon State Highway Department
County Administrative Officer

91-15

1-B-1
(9.54)

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 27, 1968

SUBJECT:
N. Tigard Interchange
Hi Hat Restaurant
[illegible]

To:

Mr. D. J. Barbee
Design Engineer
Salem

Attention: Mr. D. N. Stoudenmeyer

Attached as per your request is a photostatic copy of a deed covering the ownership of the Hi Hat Restaurant in the northwest quadrant of the subject interchange.

L.W. Rulien
Division Engineer

LWR:fb
Enc.

Descr. prepared - deed to R/W 12-4-68

REFERRED TO
Olson
Design Engr.

Called for Plat 11-29-68 (Name?)
& 12-2-68 (Rulien)

Routing
✓ Barbee B
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
NOV 29 1968
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott ✓
R. Olson
Carstensen

Desc to Stoudenmeyer 12/4/68

1-1-1
9.54

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 7, 1968

To: Mr. D. J. Barbee
Design Engineer
Salem

SUBJECT: Hi Hat Property
North Tigard Interchange
Pacific Highway
Washington County

Routing
Morgan
Decker
Bond
2 Barbee
Walker
Glenn
Swan
1 Hall
Pease
Morelock
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Scott
Wills
Litchfield
Olson ADO.
[illegible]

RECEIVED
NOV [illegible] 1968
DESIGN ~~CONSTRUCTION~~
DIVISION

State personnel have been advised by workers on the subject property that this property is about to be rebuilt in the near future.

The attached correspondence between Mr. Moehring and Mr. Scott is self-explanatory, and we would like to advise that this property be tied up by the Highway Department at an early date prior to the proposed reconstruction.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

Encl.

cc: John K. Scott

REFERRED TO
Olson
Design Engr.

Routing
Barbee
Hall
A. Olson
Sample
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Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstenson

RECEIVED
NOV 8 1968
DESIGN
DIVISION

[illegible]

NOTED BY
F. L. HALL

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 14, 1968

SUBJECT: Hi Hat Property
North Tigard Interchange
Pacific Highway
Washington County

To: Mr. John K. Scott
District R/W Supervisor

MILWAUKIE

D. J. Barbee advises that the revised interchange plan for the North Tigard Interchange has not been approved by the Bureau at this time and, therefore, purchase of any of the Hi Hat property is presently not desirable.

Please keep an eye on the property, and if reconstruction is undertaken call me immediately so that I might discuss the matter further with Mr. Barbee.

D. H. MOEHRING
Right of Way Engineer

DHM:JP
cc G. E. Rohde
D. J. Barbee

RECEIVED
SEP 26 1968
FOR FILING

9615

4R

MISC. CONTRACTS and
AGREEMENTS No. 592

August 22, 1968

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attention: Albert B. Green, Director
Department of Judicial Administration

Gentlemen:

Attached for your records is an agreement covering the improvement of S. W. Douglas Street in the vicinity of the Haines Road Interchange on the Pacific Highway.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc H. S. Cox
(conformed agreement)

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

MULTNOMAH COUNTY, OR[illegible]ON

In the Matter of the Execution of an Agreement)
with OREGON STATE HIGHWAY COMMISSION in Connection)
with the Reconstruction of the North Tigard)
Interchange-Hubbard Interchange Section of the) **ORDER**
Pacific Highway, State Primary Highway No. 1)
(I-5), a Portion of Which Lies in Multnomah)
County.)

The above-entitled matter is before the Board to consider the execution of an agreement with the OREGON STATE HIGHWAY COMMISSION in connection with the reconstruction of the North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway, State Primary Highway No. 1 (I-5), a portion of which lies in Multnomah County; and

It appearing to the Board that under the terms of said agreement, the Oregon State Highway Commission and Multnomah County would enter into an agreement regarding the reconstruction of the Haines Road Interchange in the manner set forth in said agreement in order to provide for the proper establishment, construction and maintenance of S. W. Douglas Street between the throughway and S. W. 62d Avenue; and

It further appearing to the Board that the Director, Department of Public Works, has recommended that the County enter into said agreement; and

It further appearing to the Board that said agreement is in the best interests of Multnomah County, and the Board being fully advised in the premises, it is hereby

ORDERED that Multnomah County enter into an agreement with the Oregon State Highway Commission for the reconstruction of the North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway, State Primary Highway No. 1 (I-5), all in accordance with the terms and conditions set forth in the agreement attached hereto; and it is

FURTHER ORDERED that the Chairman of the Board of County Commissioners for Multnomah County be and hereby is authorized and directed to execute said agreement on behalf of Multnomah County.

AUGUST 8, 1968

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By M. JAMES GLEASON
Chairman

APPROVED AS TO FORM:

GEORGE VAN HOOMISSEN
District Attorney for
Multnomah County, Oregon

By WILLIS A. WEST
Willis A. West
Chief Civil Deputy

Order.

RECEIVED
MAY 31 1968

FOR FILING

May 31, 1968

Mr. W. D. Ball
Del Ball Ford Company
Post Office Box 23346
Tigard, Oregon 97223

Dear Mr. Ball:

Re: Haines Road Interchange, North Tigard
Interchange-Hubbard Interchange Section
Pacific Highway, Washington County

This is in answer to your letter of May 21 regarding information on the proposed Haines Road Interchange.

Enclosed is a copy of our present plan for the revisions to this existing interchange. This plan is generally acceptable to all concerned; however, we have stamped it "preliminary" in case changes are made prior to construction.

Our nearest guess on construction time for this interchange would be in about two to three years. No more definite schedule is available at this time.

Highway policy does not permit anyone to enter upon Interstate right-of-way for the purpose of cutting brush so we will have to give you a "no" on your third question.

This is the best information we now have on your query and trust it will be of some value to you. If additional information concerning the third question is desired, I suggest that you contact L. W. Rulien, Division Engineer, Post Office Box 02157, Portland 97202 (telephone 654-7741, ext. 262) who is in a better position to analyze a specific request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
(FBK 2322) Victor D. Wolfe
F. D. Morgan
L. W. Rulien - Enc.

Enc.

COUNTRY PRICES ARE LOWER

DEL BALL FORD COMPANY

S. W. MAIN STREET • BOX 23346 • TIGARD, OREGON 97223 • PHONE (503) 639-1131

BALL
Ford
TIGARD

REFERRED TO
admin
BY SECRETARY

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock 7231
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
May 21 1968
MAY 21 1968
CONSTRUCTION
DIVISION

REFERRED TO
BY DEPUTY STATE HIGHWAY

Board of Commissioners
State of Oregon Highway Dept.
Salem, Oregon

Gentlemen:

We plan to build a new Ford dealership on acreage adjacent to Clinton Street exit from I-5 in the area of Haines overpass.

At present our scheduling of construction depends on the location of the State Highway's new exit and entrance to I-5 at Clinton Street. This is the first exit south of 99W intersection in the area of Haines overpass.

In order to proceed with our planning and scheduling dates of construction, we need the following information.

1. The final location of the entrance and exit to I-5 at Clinton Street.
2. The approximate planned date of Highway construction of the new entrance road to I-5.
3. Is it possible to clear brush from highway right of way in area of new entrance if construction of entire project of widening freeway is delayed for a considerable time?

The Oregon Education Association is constructing a large development and they will depend on the Clinton Street entrance. There are other small and large developments planned in the immediate area.

I would encourage a high priority be given to the improvement of the 90 degree turn entrance and exit at Clinton Street and the entrance and exit across I-5.

Both points will become more hazardous as traffic increases. These corrections could be made before widening I-5 and rebuilding Haines overpass particularly if there is not sufficient funds to widen and rebuild overpass until sometime in the future.

In any event, I would deeply appreciate your reply.

Sincerely,

W. D. Ball

W. D. Ball

WDB/dms

RECEIVED
MAY 22 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

006620

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

9615

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 8, 1968

Mr. Robert E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subj: Haines Road Interchange
North Tigard Interchange - Hubbard
Interchange Section
Pacific Highway
Multnomah County

NO
F. B. KLAB

Dear Mr. Simpson:

Attached hereto three prints each of a revised standard sheet and small sketch map showing the proposed ramps on the east side of Interstate 5 connecting to Douglas Street rather than Douglas Drive. Multnomah County has requested that this revision be made in our plans for the following reasons:

1. Douglas Drive is a residential street with parking and curb cuts. Douglas Street will be constructed by County (see attached letter) with no parking and few, if any, curb cuts due to its location behind residential lots.

2. The additional right-of-way needed for the revision is expected to be acquired free, as a part of a proposed zone change on the property lying in the northeast corner of Douglas Street and 65th Avenue.

This County proposal amounts to a move of the ramps approximately 100 feet to the north. The County has indicated they will construct Douglas Street from our ramp terminals to 62nd Avenue on the east. The new street will not serve residences, as Douglas Drive does, which should provide better traffic handling from the freeway.

The plan certainly has merit and we request that you approve such a revision so that we may include it in our present survey.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D J Barbe

D.J. Barbee
Assistant Construction Engineer

RECEIVED
MAY 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Attach

DNS:jp
cc: F.B. Klaboe
L. W. Rulien

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 2, 1968

SUBJECT: Haines Road Interchange
I-5

To: Mr. F. D. Morgan
Construction Engineer
Salem

REFERRED TO
L Barbee
By Construction Engineer

For the past year or so, there have been exchanges of correspondence between us and Multnomah County concerning the street on the east side of I-5 at the Haines Road Interchange on which our ramps will feed. The County, through its planning commission, has requested that we terminate our ramps at Douglas Street rather than Douglas Drive. You recently advised that we could possibly do this if the County, in turn, would agree to construct Douglas Street to improved standards from our ramp terminals easterly to S.W. 62nd Avenue.

Attached is a copy of a letter from Paul C. Northrop indicating that they will do this. Please advise if I should have Cameron make this change.

L. W. Rulien
Division Engineer

LWR:nlb

Attach.

cc: Rob R. Cameron

REFERRED TO
Olson

Please advise
division. B

Routing
I Morgan M/
Decker
Bond
✓ Barbee B
Walker
Glenn
Swan

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

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CONSTRUCTION
DIVISION

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

Multnomah County Oregon

P. C. NORTHROP, DIRECTOR, DEPARTMENT OF PUBLIC WORKS

MAIN OFFICE *(503)* 233-5861 ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214

April 19, 1968

Mr. L. W. Rulien, Division Engineer
Oregon State Highway Department
P.O. Box 02157
Portland, Oregon 97202

RE: Haines Road Interchange - I 5

Dear Mr. Rulien:

In reply to your letter of April 12, 1968 in regard to the Haines Road Interchange and Interstate 5, this is to inform you that if the State can find a way to utilize Douglas Street rather than Douglas Drive, the County will agree to construct said Douglas Street easterly to S. W. 62nd Avenue.

Please advise if this will fit into your plans.

Very truly yours,

P. C. NORTHROP
Director of Public Works

PCN:ebs
CC: Robert Baldwin
Planning Director

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APR : 1968
☐ TE ☐ UE ☐ DES

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9615

FORM E-20X—30M—7-66

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1968

SUBJECT: Haines Road Interchange
N. Tigard Intchge-Hubbard Intchge Section
Pacific Hwy - Multnomah County

To:

Mr. L. W. Rulien
Division Engineer
Post Office Box 02157
Portland, Oregon

On May 10, 1967, Multnomah County sent a letter to you requesting that the Highway Department consider moving our easterly ramps, on the subject interchange, to connect to Douglas Street instead of Douglas Drive as they are now proposed.

Will you please contact Multnomah County and find out if they are still interested in this revision. If so, inform them that if they will provide us with a definite commitment to construct Douglas Street concurrently with our construction, we will attempt to get BPR approval to move the proposed ramps. We would demand that the County construct Douglas Street easterly at least to 62nd Avenue, and preferably farther east to connect to existing roads in the area.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp
cc: F.B. Klaboe ✓

RECEIVED
APR 11 1968
OFFICE OF

RECEIVED
APR 20 1967

FOR FILING
9615
To:

FORM 830 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1967

SUBJECT: Haines Road Interchange
N. Tigard Intchge-Hubbard Intchge Secti
Pacific Hwy - Multnomah County

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Herewith correspondence from Multnomah County and the Division I office, and a print of the standard sheet covering a proposed revision by the County. Mr. Northrop has asked that we look into moving our ramp terminals from Douglas Drive, as proposed, to Douglas Street. The County's argument is that this will take traffic off the residential street and place it in front of a proposed new church development north of Douglas Street.

We have prepared an estimate of the added cost to us for such a move. The construction would be $6,500 more plus the right of way needed from the proposed church development. Our right of way needs have all been purchased, some of which we would not require with the change.

Since traffic in this area will have to traverse residential streets in all directions, the moving of the ramp terminals to avoid one block of residences does not seem justified considering the added costs and right of way confusion.

If we may have your views on this we will notify the County.

NOTE TO BARBEE 4-20-67

Please advise County that we
cannot justify unless there
are strong reasons.

FBK

F.D. Morgan
Construction Engineer

By D. J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jr
Attach

NOTED
F. B. KLABOE

RECEIVED
DEC 27 1966

FOR FILING

9615

December 23, 1966

Mr. Frank O. Hettick, Jr.
Norris, Beggs & Simpson
711 S. W. Alder Street
Portland, Oregon 97205

Dear Mr. Hettick:

Re: Haines Interchange, North Tigard
Interchange, Willamette River,
Pacific Highway, Washington County

This is in reply to your letter of December 19 transmitting the brochure on your proposed office complex in the northwest quadrant of our Haines Road Interchange.

At present we are surveying this section of highway for additional traffic lanes and interchange revisions. We are not now in a position to know our definite right-of-way needs but it appears very likely we will require some property along your easterly line, adjacent to the freeway proper, and along your southeasterly line adjacent to Haines Road.

It appears from your first phase that no structures are planned adjacent to the aforementioned road or freeway.

The Haines Interchange proper is expected to be revised generally with the same traffic moves that now exist but with Interstate standard entrance and exit ramps.

It would seem that no conflict will be encountered and we will hope to settle any right-of-way requirements while you are still in phase one.

Thank you for your interest in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
(FBK 1277) Victor D. Wolfe
F. D. Morgan

NORRIS, BEGGS & SIMPSON
Property Factors
711 S. W. ALDER STREET
PORTLAND, OREGON 97205

SAN FRANCISCO 8, CALIF.
243 KEARNY STREET

223-7181

December 19, 1966

Mr. Fred B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed you will find our brochure describing the Oregon Education Association's new office complex at the Baldock Freeway and Southwest Haines Road overpass.

Pursuant to our conversation, I hope you will find this brochure informative regarding any proposed redesign of the Southwest Haines Road overpass. With the completion and added traffic flow of Plaza Southwest plus the Portland Community College, a revised plan of on and off ramps might be advantageous in the future. Since any revised traffic patterns would probably affect our development, we would be most interested in any contemplated changes you might consider so that we could adjust our complex accordingly.

Thank you for your interest in this matter and please feel free to call if you have any further questions.

Very truly yours,

NORRIS, BEGGS & SIMPSON

Frank O. Hettick, Jr.

FOH:bp

RECEIVED
DEC 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

7673

FORM E-30 50M 8-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1961

SUBJECT: Interchange Revision
Haines Road Interchange-Wilsonville Interchange
Pacific Highway

To: Mr. W. C. Williams
State Highway Engineer
BUILDING

A public hearing on the above subject was held in the Tigard Community Hall, Tigard, Oregon, on September 12, 1961. The revision involves Haines Road Interchange, Baldock and Bonita Road Interchange, Upper Boones Ferry Road Interchange, Lower Boones Ferry Road Interchange, Nyberg Road Interchange, Stafford Road Interchange and the Wilsonville Interchange. I am attaching a small scale map of this area showing the various interchanges as well as plans of each interchange showing the existing interchange legs in dashed lines and the proposed interchanges in solid lines.

At the hearing there were no objections to the proposed revisions at any of the interchanges except the Lower Boones Ferry Road and Wilsonville.

Mr. J. G. Swindell, attorney, represented two property owners at the Wilsonville Interchange and requested that we consider a change of design for the easterly side of the Wilsonville Interchange instead of the loop plan as we had proposed. The change desired by them was in the nature of a diamond for the east side comparable to the one we have proposed on the westerly side. He has subsequently submitted a sketch showing their proposal which is attached.

Our Urban Section has also done up a revision similar to the one submitted by the property owners and estimated the cost at $138,000. Our original proposal for this side of the interchange was $142,000. The revised plan has been verbally approved by the Bureau of Public Roads.

Porter

Mr. Carrell Bradley, attorney, representing John and Kathrine Werth of 18005 Southwest Lower Boones Ferry Road, requested that our off and on ramps be moved southerly to better serve two service stations presently located at the intersection of Hazelfern Road and Lower Boones Ferry Road. They have also subsequently submitted a plan of their desires, a copy of which is attached.

Our Urban Design Section has designed two alternate plans approximating the desires of these people. The estimated cost of alternate plan 1 is $31,000. The cost of alternate plan 2 is $49,000. The estimated cost of our original plan is $61,000. The Bureau of Public Roads have stated verbally that they are in accord with our original plan and would not approve either of the two alternates.

The individuals represented at the hearing only discussed access to the property or the amount of their property that might be required. They expressed no objections to any of the designs.

I would appreciate your comments and desires on this matter.

Tom Edwards
Construction Engineer

DJB:jk

Attachment

RECEIVED
OCT 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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EB 14 1962
FOR FILING

Maint
Traffic &
Channel
Gen
to

Salem, Oregon
February 13, 1962

BPR authorization to proceed with acquisition of rights of way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of January 31, 1962, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described projects:

The six interchanges on the Pacific Highway between Tigard Interchange and Wilsonville. The approved interchanges are:

1. Baldock Interchange
2. Upper Boones Ferry Road Interchange
3. Lower Boones Ferry Road Interchange
4. Haines Road Interchange
5. Nyberg Road Interchange
6. Stafford Road Interchange

Prefix 634-2511 should be used for the purchase of right of way on all six of these interchanges.

L. H. Young
Office Engineer

JAH:lt

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1932

7-7-67

LOCATION PROSPECTUS
TIGARD INTERCHANGE-WILLAMETTE RIVER
7 INTERCHANGES ON PACIFIC HIGHWAY
WASHINGTON AND CLACKAMAS COUNTIES

The following prospectus is submitted concerning the above-mentioned section of the Pacific Highway which is a State Primary Facility on the Federal-aid Interstate System. The northerly terminus is at M.P. 8.10 (Station 38+50) which is at the Haines Road Overcrossing structure. The southerly terminus is at M.P. 18.21--the Willamette River--approximately 0.67 mile southerly of the Wilsonville Overcrossing. The combined length of the six interchanges to be worked on at this time is 4.0 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing interchanges. The following interchanges are to be redesigned and brought up to Interstate standards:

M.P. 8.11	Haines Road
M.P. 9.61	Bonita Road (to be relocated northerly in the future and called Baldock Interchange)
M.P. 10.15	Upper Boones Ferry Road
M.P. 11.03	Lower Boones Ferry Road
M.P. 11.92	Nyberg Road
M.P. 15.28	Stafford Road
M.P. 17.53	Wilsonville-Oregon City Road

The proposed work involves the realignment of interchange legs, improving the standards of existing speed change lanes and bettering the sight distance on a county road. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed. There will be no changes in present Interstate access.

The typical section on the interchange legs will be one 16-foot travel way with a 4-foot shoulder on the inside and a 6-foot shoulder on the outside. Speed change lanes will have a 12-foot travel lane with a 6-foot outside shoulder. On county road revisions the typical section will be two 12-foot lanes with 4-foot shoulders.

The tentative base design for construction is:

Paving	3 1/2"	A.C.
Top Course Base	2 "	Level
Bottom Course Base	16 "	Coarse Crushed
Total Depth	21 1/2"	

(Base design is subject to change upon completion of soils investigations.)

NOTED
R. L. PORTER

The paving will be done in stage construction with a minimum of 1-1/2 inches of asphaltic concrete being applied at a future date when conditions warrant.

Materials are available from local State and commercial sources.

Agreements with Washington and Clackamas counties will not be necessary.

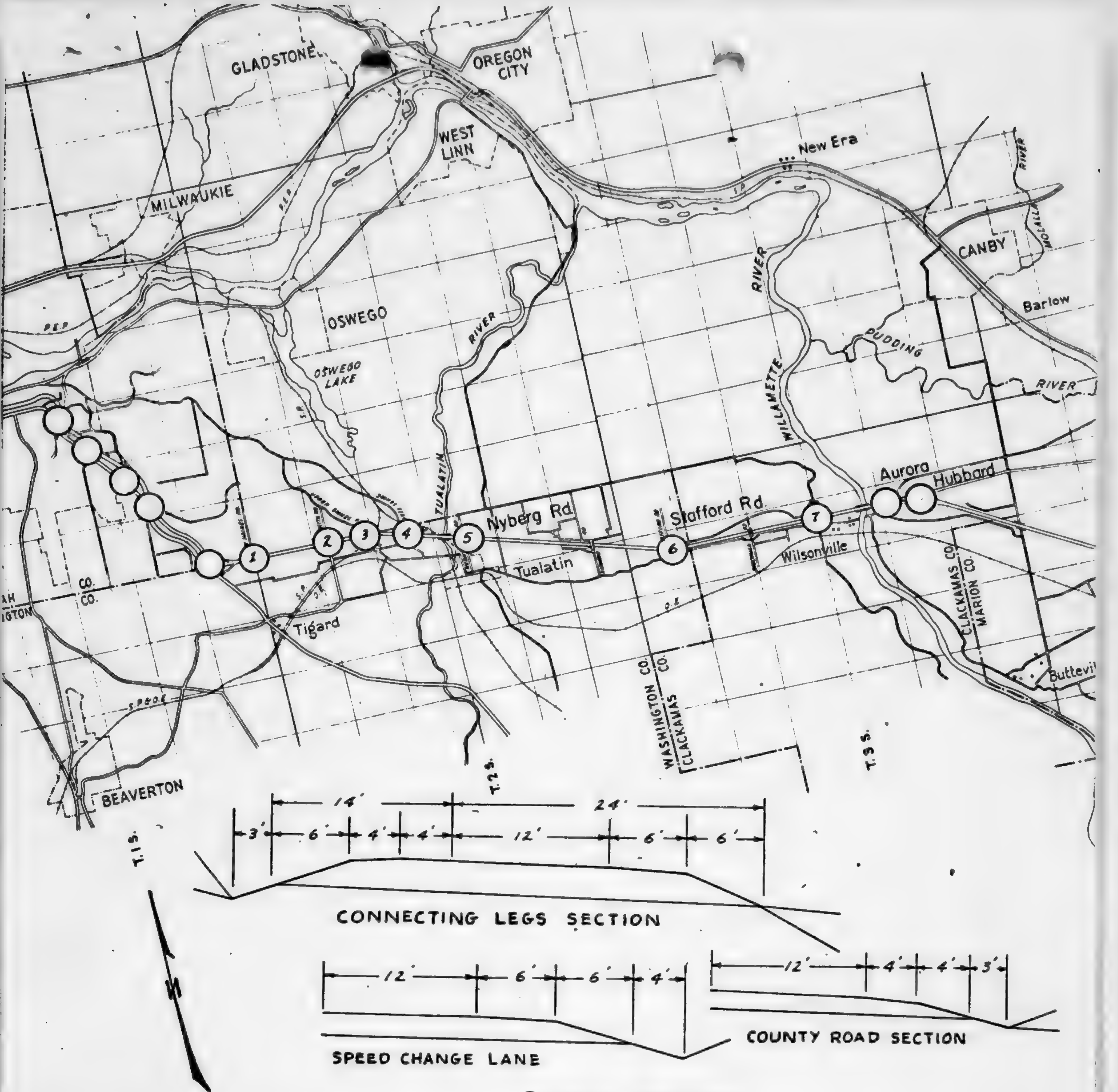
There are no State parks or roadside rest areas affected by the revisions on these interchanges.

February 2, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

FEB. 7 1962
STATE


GLADSTONE
OREGON CITY
WEST LINN
New Era
MILWAUKIE
CANBY
Barlow
MOLALLA RIVER
OSWEGO
OSWEGO LAKE
TUALATIN RIVER
WILLAMETTE RIVER
PUDDING RIVER
S.P.
P.E.P.
Aurora
Hubbard
Nyberg Rd.
Stafford Rd.
1
2
3
4
5
6
7
Tualatin
Wilsonville
Tigard
CO.
CO.
CLACKAMAS CO.
MARION CO.
WASHINGTON CO.
CLACKAMAS CO.
Buttevil
BEAVERTON
T.1S.
T.2S.
T.3S.
N
14'
24'
3'
6'
4'
4'
12'
6'
6'
CONNECTING LEGS SECTION
12'
6'
6'
4'
SPEED CHANGE LANE
12'
4'
4'
3'
COUNTY ROAD SECTION

TYPICAL SECTIONS

PROSPECTUS MAP

TIGARD INTERCHANGE - WILLAMETTE RIVER
7 INTERCHANGES - PACIFIC HIGHWAY

WASHINGTON & CLACKAMAS COUNTIES

SCALE 1" = 2 MILES

JAN., 1962

1983 Devil's Punch Bowl Park 9616
Slide of Otter Rock Hwy.
(Slide Correction)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Research Section
Salem, Oregon 97310

In Reply Refer to
File No.: RES

DATE: November 23, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gordon Beecroft
Gordon Beecroft, P.E.
Research Engineer

SUBJECT: Gridded Fabric Retaining Wall

A copy of the July, 1984 Status Report is attached; it was delayed because of personnel changes and a heavy work load. The next inspection and status report will be completed in the spring of 1985. The final report will be written and finalized during the summer of 1985.

cc: Location
Bridge
Road Design
Region Engineers
R. N. Bothman

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO
FOR
Info Inst R/D D/R Sign Act File

734-1830

STATE OF OREGON **INTEROFFICE MEMO**

TO: File

DATE: October 26, 1984

FROM: George Machan
Geotechnical Group, Location Section

SUBJECT: Gridded Fabric retaining wall - Devil's Punch Bowl
Lincoln County

Status Report (July, 1984)

The Oregon State Highway Division completed construction of a high density polyethylene grid (tensar SR-2) to stabilize a landslide in Devil's Punch Bowl on the Oregon Coast in February 1983. The geogrid wall was chosen for the following two reasons:

1. Lowest estimated cost.
2. Establishment of vegetation on the wall because of the open face of the geogrid wall.

The backfill materials used for the geogrid wall are divided into two zones. Zone "A" is made of graded crushed basalt with 2-inch maximum size with a maximum of 10% fines and zone "B" is made of less course material with a maximum of 20% fines for accommodation of sod growth.

The tensar wall is performing satisfactorily and it has stabilized the site. An earlier report which was presented in the 63rd annual meeting of the Transportation Research Board in Washington, D.C. in January, 1984, indicated briefly the satisfactory appearance of the wall, except that a lack of irrigation caused the sod to die shortly after construction.

There are several reasons for the lack of proper sod growth, and they are briefly as follows:

1. The backfill that was used in zone "B" consisted mainly of crushed rock from zone "A": it lacks organics needed for the growth of sod and the fill cannot retain the required water for sod growth because of it's gradation.
2. No provisions were included in the contract for post construction care of sod.

At the present time the face of the wall is mostly covered by weeds. Overall appearance of the geogrid wall is satisfactory because of the weed, and the wall seems to have stabilized the site. The lack of vegetation could have been avoided if the contract would have provided for post construction care of the sod and also more organic and water absorbent backfill would have been chosen for zone "B".

Prepared by

Farzad Moradian

Farzad Moradian
Soils Specialist
FM:nm

RECEIVED
OCT 31 1984
RESEARCH SECTION

NOTE

9616

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO.	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 10-26-84	REPORT MADE BY C. O. Fredrickson		PROJECT NO. RS-122(2)
COMPLETION DATE (Actual) 9-30-83 ~~15 days, 4-30-84~~	ACCEPTANCE DATE BY CONRTACT AGENCY 9-28-84	TIME ELAPSED 109 %	CONTRACT TIME 163 CO

LOCATION
Devils Punch Bowl Park Slide Section of the Otter Rock Hwy. approximately 5 miles north of Newport in Lincoln County.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

Devils Punch Bowl Park Slide Section of the Otter Rock Highway approximately 5 miles north of Newport.

A. Excavation of slide material, construction of special embankment, aggregate base and asphalt concrete pavement.

B. Installation of drainage and guard rail.

C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Dan D. Allsup Contractor, Inc.

3. Contract Amount: $166,328.80

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

A final inspection of the completed project was made September 28, 1983.

Cy
NOTED 11/29
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 28 '84
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer	SIGNATURE G. K. Hossner [illegible] Field Operations Engineer
TITLE Area Engineer — DATE 11/26/84	TITLE Field Operations Engineer — DATE 11/27/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

October 5, 1984

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

CON 5
#9616

Gentlemen or Ladies:

On October 4, 1984, we wrote to you concerning release of final payment on Contract No. 9616 awarded to Dan D. Allsup Construction Co. for slide correction on the Devils Punchbowl Park Slide Section of the Otter Rock Highway in Lincoln County.

Final payment on this contract is $500.00. The total contract amount is $196,643.69 including $2,344.76 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Dan D. Allsup Construction Co.
PO Box 2251
Eugene, OR 97402

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 6, 1984

In Reply Refer to
File No. CON 5

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Devils Punch Bowl Park Slide Section
Otter Rock Highway, Lincoln County
Contract No. 9616

This federal-aid slide correction project has been completed and it is now apparent that the final cost will exceed the project authorization by $20,900 or 9.2 percent. A previous increase was approved at the meeting of November 23, 1983, on the basis of additional drainage, storm sewer replacement and paving work required.

Construction of a rock-filled drainage trench along all excavated faces to ensure adequate stability of the slide area added approximately $6,500 to the cost of the project.

During the replacement of the storm sewer line it was learned that a domestic water line was located in the same trench and it was necessary to replace that, also. This work added more than $5,000 to the cost of the project.

Construction of the Geo-Grid retaining wall resulted in a nearly vertical drop-off on the south side of the road. This area of a variable width behind the guard rail is used as a foot path by local residents and tourists alike. It was necessary to install a chain link fence in this area for the protection of pedestrian traffic. This work added nearly $3,000 to the cost of the project.

Construction engineering charges were incurred in increased amounts necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase, except $14,030, is eligible for federal participation.

I recommend that the authorization be increased by $20,900.00 to a new total of $247,658.19. This matter will be on the consent calendar for the September 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 6, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Devils Punch Bowl Park Slide Section
Otter Rock Highway, Lincoln County
Contract No. 9616

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Construction engineering charges were incurred in increased amounts necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase, except $14,030, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $20,900.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
C. W. Elroy
B. M. Walton
W. F. Cobine

Contains Recycled Materials

7616

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-182		State OREGON
PROJECT REPORT NUMBER		County LINCOLN
MODIFICATION NUMBER 5		Project Number RS-122(2)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 234,000.00	$ 244,696.00
Federal funds	$ 207,064.00	$ 215,699.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 18, 1984

FEDERAL AID PROJECT NO. RS-122(2)

DEVILS PUNCH BOWL SLIDE CORRECTION
OTTER CREEK HIGHWAY
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLIDE CORRECTION (Sta. 15+13.27 to Sta. 10+25

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Install 6" Tee (PA #2)	$ 100.00	--	--	1	$ 100.00
Seeding & Mulching (PA #3)	1,050.00	--	--	1	1,050.00
Type CL-6 Fence (PA #4)	2.952	--	--	1,000	2,952.00
Georid Mesh (PA #5)	4.80	--	--	591	2,836.80
				SUBTOTAL	$ 6,938.80

INCREASE	$ 6,938.40
SUBTOTAL OF PREVIOUS ESTIMATE	205,840.56
SUBTOTAL	212,779.36
Engineering	31,916.64
TOTAL	$244,696.00

Length of Project -------------	0.00 mi.
Federal Funds (88.15%) --------	$215,699.00
State Funds -------------------	28,997.00
TOTAL	$244,696.00

Group 1: 100%
Contract No. 9616
Prefix: 121-1913
Prefix: 121-1014

RHZ:pf

9616 F

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4 - 143	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lincoln
MODIFICATION NUMBER 4	4-12-84	Project Number RS-122(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 222,820.00	$ 234,900.00
Federal funds	$ 196,415.00	$ 207,064.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 19 84.

Oregon State Highway Division
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ For H. S. Coulter

State Highway Engineer
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. RS-122(2)

Devils Punch Bowl Slide Correction
Otter Creek Highway
Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY.
Slide Correction (Sta. 15+13.27 to Sta. 10+25)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	4.97	3,600	$17,892.00	4,200	$20,874.00
Sod Lawn	15.00	275	4,125.00	500	7,500.00
Filter Fabric	3.50	135	472.50	914	3,199.00
2-1/2" x 1-1/2" Drain Rock	15.78	300	4,734.00	490	7,732.00
		Subtotals	$27,223.50		$39,305.00

Increase	$ 12,081.50
Subtotal of Prev. Estimate	193,759.06
Subtotal	$205,840.56
Engineering	29,059.44
Total	$234,900.00

Length of Project - - - - - - - - - - - - 0.00 Mi.

Federal Funds (88.15%) - - - - - - - - -	$207,064.00
State Funds - - - - - - - - - - - - - - -	27,836.00
Total	$234,900.00

Group 1 - 100%
Contract No. 9616
Prefix: 121-1913
Prefix: 121-1014

RHZ:mld

9616 Gen. Files STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-38		County Lincoln
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-122(2)
MODIFICATION NUMBER ~~2~~ 3	1-5-84	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 216,807.00	$ 222,820.00
Federal funds	$ 191,915.00	$ 196,415.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of January , 19 84 .

Oregon State Highway Division
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON December 21, 1983

FEDERAL AID PROJECT No. RS-122(2)

Devils Punch Bowl Slide Section
Otter Creek Highway in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Slide Correction (Sta. 15+13.27 to Sta. 10+25.00)

Subtotal of previous estimate of October 14, 1983				$188,528.26
Additional Items				
6" C 900 Water Pipe (P.A. #2)	280	Lin. Ft.	16.36	$ 4,580.80
Remove & Reinstall 6" Valve (P.A. #2)	1	Each	440.00	440.00
6" Transition Coupling (P.A. #2)	2	Each	105.00	210.00
				$ 5,230.80
		Increase		$ 5,230.80
		Subtotal		193,759.06
		Engineering		29,060.94
		Total		$222,820.00

Length of Project	0.0 mi.
Total Funds	$196,415.00
State Funds	26,405.00
Total	$222,820.00

Group 1	100%
Contract No.	9616
Prefix:	121-1913
Prefix:	121-1014

RHZ:lks

9616

5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 10 - 120		County LINCOLN
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-122(2)
MODIFICATION NUMBER 2	10-18-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 209,763.00	$ 216,807.00
Federal funds	$ 184,906.00	$ 191,915.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 14, 1983

FEDERAL AID PROJECT NO. RS-122(2)

DEVILS PUNCH BOWL SLIDE SECTION
OTTER CREEK HIGHWAY IN LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLIDE CORRECTION (Sta. 15+13.27 to Sta. 10+25.00)

Subtotal of previous estimate of August 17, 1983			$179,794.26
PREVIOUS ESTIMATE			
Class "B" Asphalt Concrete	200 Ton	40.00	$ 8,000.00
REVISED ESTIMATE			
Class "B" Asphalt Concrete	300 Ton	40.00	$ 12,000.00
2 1/2" x 1 1/2" Drain Rock	300 Ton	15.78	4,734.00
			$ 16,734.00
		Increase	$ 8,734.00
		SUBTOTAL	188,528.26
		Engineering	28,278.74
		TOTAL	$216,807.00

Length of Project ---------------- 0.0 mi.

Federal Funds --------------------	$191,115.00
State Funds ----------------------	25,692.00
TOTAL	$216,807.00

Group 1: 100%
Contract No. 9616
Prefix: 121-1913
Prefix: 121-1014

RHZ:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-86	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1		Project Number RS-122(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 194,458.00	$ 209,763.00
Federal funds	$ 171,414.00	$ 184,906.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swa

for Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 17, 1983

Federal-Aid Project No. RS-122(2)

Devil's Punch Bowl Slide Section
Otter Creek Highway in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Slide Correction (Sta. 15+13.27 to Sta. 10+25.00)

Subtotal of previous estimate of May 23, 1983	$ 171,328.80

Previous Estimate

General Excavation	3,340	Cu.Yd.	4.97	$ 16,599.80
12-inch Sewer Pipe	12	Lin. Ft.	14.50	174.00
Concrete Manholes	1	Each	1,150.00	1,150.00
8-inch Drain Pipe	110	Lin. Ft.	10.20	1,122.00
				$ 19,045.80

Revised Estimate

General Excavation	3,600	Cu. Yd.	4.97	$ 17,892.00
12-inch Sewer Pipe	175	Lin. Ft.	14.50	2,537.50
Concrete Manholes	2	Each	1,150.00	2,300.00
8-inch Drain Pipe	239	Lin. Ft.	10.20	2,437.80
Water Main Relocation		All Required		2,344.76
				$ 27,512.06

Increase	$ 8,466.26
Subtotal	179,794.26
Engineering	29,968.74
	$ 209,763.00

Length of Project	0.0 mi.

Federal Funds	$ 184,906.00
State Funds	24,857.00
Total	$ 209,763.00

Group 1 100%
Contract No. 9616
Prefix: 121-1913
Prefix: 121-1014

9616

COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

5-243

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

5-27-83

State: Oregon

County: Lincoln

Project No.: RS-122(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 182 Otter Rock
"Devil's Punch Bowl Park Slide Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	3-9-83	0.00
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 194,458.00	$ 171,414.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 23, 1983

Federal-Aid Project No. RS-122(2)

Devils Punch Bowl Park Slide Sec.
Otter Rock Highway in Lincoln County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Slide Correction (Sta. 15+13.27 to Sta. 10+25.00)

Mobilization		All Required		$ 4,500.00
Temporary Protection and Direction of Traffic		All Required		1,000.00
Temporary Signs	64	Sq. Ft.	9.00	576.00
Temporary Barricades	4	Each	125.00	500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	175	Lin. Ft.	19.00	3,325.00
Temporary Bi-directional Yellow Type 1, Markers	22	Each	4.00	88.00
Flagmen	250	Hour	12.40	3,100.00
Removal of Structures and Obstructions		All Required		500.00
General Excavation	3,340	Cu. Yd.	4.97	16,599.80
Geogrid Mesh	7,250	Sq. Yd.	6.75	48,937.50
Type "A" Backfill	3,060	Cu. Yd.	13.40	41,004.00
Type "B" Backfill	220	Cu. Yd.	14.00	3,080.00
Sod Lawn	275	Sq. Yd.	15.00	4,125.00
Trench Excavation	260	Cu. Yd.	12.50	3,250.00
Aggregate Base	380	Ton	8.45	3,211.00
Class "B" Asphalt Concrete	200	Ton	40.00	8,000.00
12-inch Sewer Pipe	12	Lin. Ft.	14.50	174.00
18-inch Sewer Pipe	38	Lin. Ft.	25.00	950.00
24-inch Sewer Pipe	140	Lin. Ft.	32.00	4,480.00
24-inch Slip Joint	1	Each	500.00	500.00
Extra for Pipe Under Pavement	58	Lin. Ft.	12.50	725.00
Concrete Manholes	1	Each	1,150.00	1,150.00
Concrete Inlets, Type G-2	3	Each	400.00	1,200.00
Concrete Inlets, Type G-2MA	1	Each	450.00	450.00
6-inch Drain Pipe	180	Lin. Ft.	6.50	1,170.00
8-inch Drain Pipe	110	Lin. Ft.	10.20	1,122.00
Filter Fabric	135	Sq. Yd.	3.50	472.50
Gravel in Drains	11	Cu. Yd.	19.00	209.00
Guard Rail, Type 2A	375	Lin. Ft.	12.00	4,500.00
Guard Rail Anchors, Type 1	4	Each	140.00	560.00
Rail End Pieces, Type C	4	Each	80.00	320.00
Concrete Curb	160	Lin. Ft.	10.00	1,600.00
Extra for Asphalt Approaches	4	Each	175.00	700.00
Adjusting Inlets	1	Each	250.00	250.00
Wood Stairway		All Required	4,000.00	4,000.00
				$ 166,328.80

Anticipated Items

Permanent Pavement Striping	All Required		$	800.00
Remove Pavement Striping (Exist. & Temp.)	All Required			200.00
Temporary Erosion Control				2,000.00
Water Main Relocation				2,000.00
			$	5,000.00
		Subtotal	$	171,328.80
		Engineering		23,129.20
		Total	$	194,458.00

Length of Project ------- 0.00 mi.

Federal Funds (88.15%)	$	171,414.00
State Funds		23,044.00
Total	$	194,458.00

Group 1	100%
Contract No.	9616
Prefix:	121-1913
Prefix:	121-1014

9616

F

April 30, 1984

CON

Dan D. Allsup Construction Co.
P.O. Box 2253
Eugene, OR 97402

Time Extension Request
Devils Punchbowl Park Slide
Contract No. 9616
FAP No. RS-122(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 15 calendar days is granted due to the performance of extra and added work done on this project.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
D. O. Christensen w/att.
Chuck Elroy w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: April 10, 1984

FROM: T. W. Litchfield
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request and
Reduction of Retainage
Devils Punchbowl Park Slide
Contract 9616

You will find attached the following correspondence:

C. W. Elroy's letter to D. O. Christensen dated 3-23-84
C. W. Elroy's letter to D. O. Christensen dated 3-20-84
D. D. Allsup's letter to C. W. Elroy dated 3-12-84
D. D. Allsup's letter to C. W. Elroy dated 2-14-84
D. D. Allsup's request for time extension dated 11-4-83
D. D. Allsup's letter to C. W. Elroy dated 10-24-83
J & J Fencing's letter to Dan Allsup Const. dated 9-27-83

I have reviewed this information and I concur with Mr. Elroy that a 15-day time extension is justified which will eliminate all liquidated damages. In light of this, I also recommend that the retainage be released.

Should you have any questions regarding a detail of this project, I am sure Mr. Wimer can provide those answers.

TWL/rgb

attch.
cc: C. W. Elroy

1 CE F
2 [✓ CAE]
FOE
OCS
SCE
EEO

RECEIVED
APR 11 1984
CONSTRUCTION SECTION

OM
CA
LS
TC
FE
CP

4-25-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 15 C.D. due to extra work performed. The Project Manager justifies 14 calendar day of on-site work on these items, and at least one added day is justified for material acquisition and mobilization for this work.

9616

FORM 81-734-3001

OREGON STATE HIGHWAY VISI

FIELD ENGINEER'S WEEK REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Devils Punch Bowl Park Slide

WEEK ENDING: April 14, 1984 F

SECTION PREFIX: 121-1014

HIGHWAY: Otter Rock

COUNTY: Lincoln

NAME OF JOB: Devils Punch Bowl Park Slide

KIND OF WORK: Slide Correction

CONTRACTOR: Dan D. Allsup Construction Co.

CONTRACT NUMBER: 9616

FEDERAL AID PROJECT NUMBER: RS-122 (2)

DATE OF CONTRACT: April 6, 1983

DATE WORK STARTED: May 25, 1983

ESTIMATED COMPLETION DATE: Sept. 30, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 163

CALENDAR DAYS USED 172

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 109

PROJECT AUTHORIZATION $ 226,758.19

EXCLUSIVE OF ENGINEERING $ 191,758.19

ENGINEERING AUTHORIZATION $ 35,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 194,200.00

ENGINEERING COST TO DATE $ 42,227.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104

ESTIMATED PERCENT: OVERRUN 1 %

PERCENT OF AUTHORIZATION 121 %

DATE PROJECT WAS COMPLETED: Safety Fence 2/27/84
September 30, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 16 1984
CONSTRUCTION SECTION
CE CAE FOE OCS SC& EEO OM CA LS TC FE CP

GENERAL [illegible]CRIPTION OF ACTIVITIES FOR [illegible] WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last report. The semi-final is being submitted today, April 13, 1984. The semi-final data should be complete except for the 'As constructed' plans and the narrative. These will follow upon completion.

SIGNED Don Jordan LOCATION Newport

Cl[illegible]es W. Elroy, Pro[illegible]ect Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRI[illegible] AND GRADING BOTH ARE INVOLVE[illegible] UBMIT 3 COPIES

DATE: November 10, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Devils Punch Bowl Park Slide Section
Otter Rock Highway, Lincoln County
Contract No. 9616

This federal-aid slide correction project is essentially completed and it now appears that the final cost will exceed the project authorization by $32,300 or 16.6 percent.

Underground sources of water were encountered during the course of construction of the project which required use of additional quantities of drain pipe and filter fabric in drains. This work added more than $3,700 to tne cost of the project.

It also became necessary to replace a section of existing storm sewer line which was badly deteriorated and leaking into the slide area. An additional manhole was also required in connection with this work. These items added approximately $3,500 to the cost of the project. An existing water main was found to have been installed in the same trench with the storm sewer and it was necessary to replace this line at the same time, adding another $5,300 to the cost of the project.

Additional quantities of asphalt paving material were required to provide satisfactory transitions to match existing lines and grades, and to preserve the existing roadway surface which was beginning to deteriorate from heavy usage. This work added $4,000 to the cost of the project.

The balance of the overrun consists of construction engineering costs. The project was to a certain degree experimental in nature. It involved excavating of the slide area and backfilling with granular material retained in place by a geogrid mesh. This feature, involving new methods of construction, took excessively long to install, adding to the engineering costs. It also attracted interest and visitation by crews from Salem who added to the charges made against the project.

There are sufficient funds available in the category of work and all the increase, except $6,236, is eligible for federal participation.

I recommend that the authorization be increased by $32,300 to a new total of $226,758.19. This matter will be on the consent calendar for the November 23 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

OTC 517

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 9, 1983

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT:
Request for Increase in Project Authorization
Devils Punch Bowl Park Slide Section
Otter Rock Highway, Lincoln County
Contract No. 9616

NOTED
H.S. COULTER

This federal aid slide correction project is essentially completed and it now appears that the final cost will exceed the project authorization by $32,300.00 or 16.6 percent.

Underground sources of water were encountered during the course of construction of the project which required use of additional quantities of drain pipe and filter fabric in the drains. This work added more than $3,700 to the cost of the project.

It also became necessary to replace a section of existing storm sewer line which was badly deteriorated and leaking into the slide area. An additional manhole was also required in connection with this work. These items added approximately $3,500 to the cost of the project. An existing water main was found to have been installed in the same trench with the storm sewer and it was necessary to replace this line at the same time, adding another $5,300 to the cost of the project.

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The balance of the overrun consists of construction engineering costs. The project was to a certain degree experimental in nature. It involved excavating of the slide area and backfilling with granular material retained in place by a geogrid mesh. This feature, involving new methods of construction, took excessively long to install, adding to the engineering costs. It also attracted interest and visitation by crews from Salem who added to the charges made against the project.

There are sufficient funds available in the category of work and all the increase, except $6,236, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $32,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Charles Elroy
R. D. Church
D. E. Swan

5

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager ORIGINAL SIGNED GARY A. POTTER
Program Section

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
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Info

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Devils Punch Bowl Park slide
HIGHWAY Otter Rock
COUNTY Lincoln

1. OCCURRENCE: DATE December 1982
2. PROSPECTUS: DATE Blank RECEIVED unknown LOC. APPROVED 7-15-82
3. O.T.C. APPROVED: 6-16-82
4. PE PROGRAMMED: DATE 8-4-82 AUTH. 8-18-82
5. ROW NEED NOTED: NONE
6. REQUESTED BY ROW SECTION: -
7. ROW PROGRAMMED: DATE - AUTH. -
8. PS&E: REQUESTED 3-8-83 APPROVED: 3-9-83
9. LETTING DATE: 3-31.83
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO X

GC:pf:8-5-83

April 21, 1983

Dan D. Allsup Construction Co.
P. O. Box 2253
Eugene, OR 97402

CON 5
#9616

Dear Mr. Allsup:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9616 for a slide correction at the Devils Punchbowl Park on the Otter Rock Highway in Lincoln County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson
Charles Elroy
(contract signature pages attached)

DAN D. ALLSUP
CONTRACTOR
3960 W. 12th
97402

Dan D. Allsup
Construction Co.
P.O. BOX 2253 • EUGENE, OREGON 97402 • PHONE (503) 485-2828

April 4, 1983

Robert Gormsen
Transportation Dept.
121 Transportation Bldg.
Salem, OR 97310

Dear Sir:

The following will be our minority and women owned subcontractor on the Devils Punch Bowl Park Slide Correction, Lincoln County, that we are the apparent low bidder on. #9616

Minority & Women owned subcontractor: J & J Fencing
694 N. 34th St.
Springfield, OR 97477

Bid Item				
29.	Guard Rail, Type 2A	375 l.f.@$16.00 pr l.f.	=	$6000.00
30.	Guard Rail Anchors, Type 1	4 ea.@$205.00 ea	=	820.00
31.	Rail End Pieces, Type C	4 ea. @$44.00 ea	=	176.00
Total subcontract				$6996.00

Total amount of bid $166328.80

Minority-owned goal	- 3% =	$4989.86
Woman-owned goal	- 1% =	$1663.29
Total		$6653.15

Very truly yours,

Dan D. Allsup

RECEIVED
APR [illegible]
COMMIS[illegible] [illegible]ICES
DEPARTMENT OF TRANSPORTATION

cc Kay Tu[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-122(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20131

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/9/83

8. FEDERAL ROUTE NUMBER Secondary 122

9. STATE ROUTE NUMBER Secondary 182

10. GENERAL LOCATION:

Devil's Punch Bowl Slide Section

11. GENERAL DESCRIPTION OF WORK

Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

RECEIVED
STATE HWY ENG
MAR 11 '83
REFER TO
Swan
FOR
Info | Inves | R/D | D/R | Sign | Act

13. REMARKS

As requested by Mr. Bothman's letter of 2/8/83 I approve the use of "TENSAR SR2" as an experimental item on the subject project and I approve the work plan as submitted.

Orig to
3/11

As requested in Mr. Swan's letter of 3/8/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $194,000 Federal Funds $171,011 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 1/26/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 3/9/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Cross Referenced To:

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 7, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 20131
Project No. RS-122(2)
Devil's Punchbowl Park Slide Sec.
Lincoln County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on March 31, 1983.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $194,000 with an obligation of $171,000 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH/blm
Attachments
cc: C. O. Fredrickson (Region 2)
General Files

Form 734-3122

Cross Reference

February 22, 1983 CCI

Edward Branchfield
P. O. Box 37
Otter Rock, OR 97369

Devil's Punchbowl Slide, Otter Rock Highway

We have received your letter dated February 8 and the attached petition requesting repair of the slide on the Otter Rock Highway.

We intend to open bids for this reconstruction work on March 24, 1983. Construction will be performed during the summer and completed by this coming fall. The stairs to the beach will be restored as part of the work performed on this project.

Sincerely,

W. E. Schwartz
Assistant State Highway Engineer

WES:ia

cc Anthony Yturri

bc H. S. Coulter
C. O. Fredrickson
John Gunter

EDWARD BRANCHFIELD
ATTORNEY AT LAW

P.O. Box 37 • OTTER ROCK, OR 97369
765-2880

February 8, 1983

Oregon State Transportation Commission
Salem, Oregon 97310

Gentlemen:

Enclosed is a petition requesting repair of the state road leading to Devil's Punch Bowl State Park. A portion of the road collapsed more than a year ago, and although there has been much fussing around, no repairs have been made. Core drilling was completed many months ago, and there appears to be no reason why repairs cannot be made. We were told last summer that money had been budgeted for the repair.

It is true that a detour has been fashioned through the restroom parking lot. But that is inconvenient and presents certain dangers when there are even as few as a half-dozen cars parked there.

When the road slid, it tilted the upper portion of the stairs to the beach which is part of the park. The steps are passable, although their angle makes them hazardous to small children and anyone with balance impaired by age or other condition. The Highway Division has placed a cable across the steps with signs warning people to stay away. The steps are used anyway, particularly since the trail to the Marine Gardens was eroded away by a storm. Those steps are now the only means of access to a beach. The cable across the top steps merely creates an additional hazard, as the user must climb over it or under it. All except the top steps are still in good condition, and they could be repaired easily as soon as the road is repaired.

We, your petitioners, respectfully request that the road be repaired soon.

Sincerely,

Edward Branchfield

cc. Anthony Yturri

RECEIVED
DOT DIRECTOR

FEB 9'83

REFER TO

FOR
Info Invest R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
FEB 10 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

To: Oregon Department of Transportation

We respectfully request that you repair the road to the Devil's Punch Bowl State Park. The road collapsed a year ago, and it is time for action. The road serves not only the State Park and Marine Gardens, but also the U. S. Post Office in Otter Rock, two businesses and several residences. Although there is an alternate route through a parking lot, the failure to repair the road causes great inconvenience to residents of Otter Rock and to tourists.

RECEIVED
DOT DIRECTOR
FEB 9'83
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

2/18
R10
2/21
Fredrickson
R/D

Signature	Address
Edward Branchfield	Box 37 Otter Rock
William W Michaelis	Box 54 " "
Vincent D. Russell	PO Box 23 " "
George Gorder	P.O. Box 7 " "
Kris Jong	Mo's West Otter Rock
Dora Nicholas	Mo's West. Otter Rock
Mo Niemi	Newport Pacific Corp. Newport, Ore
Mrs Allen Dixon	P.O. Box 1062 Newport Ore.
Shirley J. Kah	778 Lakeside Drive N.P.K. Fla
Nina Hines	Mos West Otter Rock
Benita Pixley	Mo's West Otter Rock.
Le Roy Barnett	Box 1 Otter Rock, OR
Rodney Pelham	nicholes Produce Delivery Beaverton, OR
Theresa Wood	St Rt N Box 346 Newport
F. G. STEELE	P.O. Box 18, Otter Rock
Bonnie Cain	Star Rt. N. Box 503 #6 Newport
Dorothy J. Steele	P.O. Box 18 Otter Rock
	P.O. BOX 73 OTTER ROCK OR.

RES

DATE: February 8, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
Robert N. Bothman, P.E.
Assistant State Highway Engineer

SUBJECT: Experimental Features Project
Gridded Fabric Retaining Wall

Enclosed for your review and approval are six copies of a work plan for a proposed experimental features project to construct a gridded fabric retaining wall at a slide area on Highway 182 in the vicinity of Devil's Punch Bowl State Park in Lincoln County.

The fabric proposed for use is Tensar SR2, a high density polyethylene molded into a coarse grid. Estimates indicate the gridded fabric wall will be less costly than other alternates investigated. Also, the wall is expected to be very inconspicuous in its natural setting. The polyethylene grid will be lined with turf which is expected to grow through the grid and mask the fabric.

Your approval of the project and the evaluation work plan are requested. The detailed plans and specifications will be submitted through normal construction project channels.

Enc.

GB:pb 1b

bc H. S. Coulter
E. S. Hunter
E. L. Johnsen
G. W. Beecroft

RCS HHO-30-19

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. (STATE YEAR NUMBER SUF.) 1: OR 83 – 01

CONSTRUCTION PROJ. NO. 8:

LOCATION 28: LINCOLN COUNTY

EVALUATION FUNDING 48: 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO. 49:

PROPRIETARY FEATURE? 51: ☒ YES ☐ NO

SHORT TITLE

TITLE 52: GRIDDED FABRIC RETAINING WALL

THIS FORM

DATE 140 (MO. YR.): 02 – 83

REPORTING 144: 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL

KEY WORDS

KEY WORD 1 145: EARTHWORK

KEY WORD 2 167: WALLS

KEY WORD 3 189: CONSTRUCTION

KEY WORD 4 211: FABRIC

UNIQUE WORD 233: POLYETHYLENE

PROPRIETARY FEATURE NAME 255: TENSAR SR2

CHRONOLOGY

Date Work Plan Approved (MO. YR.) 277:

Date Feature Constructed (MO. YR.) 281:

Evaluation Scheduled Until (MO. YR.) 285:

Evaluation Extended Until (MO. YR.) 289:

Date Evaluation Terminated (MO. YR.) 293:

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* 297:

UNITS 305: 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☐ EACH 8 ☒ LUMP SUM

UNIT COST *(Dollars, Cents)* 306:

AVAILABLE EVALUATION REPORTS

315: ☐ CONSTRUCTION ☐ PERFORMANCE ☐ FINAL

EVALUATION

CONSTRUCTION PROBLEMS 318: 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE 319: 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY

APPLICATION

320: 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☐ PENDING 5 ☐ REJECTED 6 ☒ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

321: New project, not yet constructed. Work plan submitted for approval.

700

FORM FHWA 1461 (REV. 8-79) Previous Editions are Obsolete

AL–Alabama
AK–Alaska
AZ–Arizona
AR–Arkansas
CA–California
CO–Colorado
CT–Connecticut
DE–Delaware
DC–Dist. of Col.
FL–Florida
GA–Georgia
HI–Hawaii
ID–Idaho
IL–Illinois
IN–Indiana
IA–Iowa
KS–Kansas
KY–Kentucky
LA–Louisiana
ME–Maine
MD–Maryland
MA–Massachusetts
MI–Michigan
MN–Minnesota
MS–Mississippi
MO–Missouri
MT–Montana
NE–Nebraska
NV–Nevada
NH–New Hampshire
NJ–New Jersey
NM–New Mexico
NY–New York
NC–North Caroli.
ND–North Dakota
OH–Ohio
OK–Oklahoma
OR–Oregon
PA–Pennsylvania
PR–Puerto Rico
RI–Rhode Island
SC–South Carolina
SD–South Dakota
TN–Tennessee
TX–Texas
UT–Utah
VT–Vermont
VA–Virginia
WA–Washington
WV–West Virginia
WI–Wisconsin
WY–Wyoming

CODING INSTRUCTIONS–FORM 1461 REVISED

NOTE: Use a separate form for each feature on each project. Contact HHO-31 for any exceptions. Check number of spaces used as any over the allotted number will not print, i.e. 88 spaces for title. Type or print all entries.

Entry

1 **Experimental Project No.** – State: Use two letter abbreviation from above list. Year: Calendar year project initiated. Number: Consecutive number starting 01 each calendar year, not to be repeated unless suffix is used. Contact the Regional Experimental Projects Coordinator prior to using optional suffix A thru Z for multiple projects involving the same feature under the same work plan.

8 **Construction Project No.** – Enter the construction project number for the project in which the experimental feature is incorporated. (Maximum 20 spaces).

28 **Location** – Enter the county or city where the project is located. (Maximum 20 spaces).

48 **Evaluation Funding** – Select only one source of funding. If more than one, select the major one. It will normally be the one responsible for evaluation reports. Check HP&R whether it is used for one specific project, for certain groups of projects, or for all experimental projects in a State. Demonstration funds refer to Region 15 evaluations, and Implementation funds refer to R&D in FHWA. If none of these apply, check Construction funds, even when 100 percent State funds are used for evaluation.

49 **NEEP No.** – Enter the respective NEEP number for all projects under the NEEP program. Leave blank if Non-NEEP. The respective NEEP number should be entered for any NEEP subject, even if the State is not actually participating.

51 **Proprietary Feature** – Check "Yes" or "No" for restrictions on future use, such as patented or trade marked items requiring royalties, premiums, licensing, or sole source determinations.

52 **Title** – Describe the feature clearly and concisely. Avoid "The purpose of" or "This is to evaluate" etc. Tell what, where, and why, i.e. "Brand X liquid applied membrane on bridge deck for waterproofing" – "petromat under asphaltic overlay to retard reflective cracking" – "snow plowable raised reflective pavement markers." (Maximum 88 spaces).

140 **Date** – Enter date of the current reporting form.

144 **Reporting** – Check only one block as appropriate, indicating the type of this 1461 reporting form. Note: New or updated information should be reported promptly and must be reported at least annually as required by FHPM 6-4-2-4. Any report submitted during the preceeding 12 months may suffice for the annual update requirement if no change in status has occurred.

145 167 189 211 **Key Words** – Enter key words in accordance with the key word list in the current National Experimental Projects Tabulation. Use only one word from each level of indentation, following the same sequence as shown in that list.

233 **Unique Word** – May be used for a feature easily described by a word not in the key word list and not proprietary, i.e. elastomeric, nonwoven, modular, foamed. (Maximum 22 spaces).

255 **Proprietary Feature** – May be used when a feature is synonymous with a brand name. It must specifically note a singular identification and must be modified if the feature is modified, i.e. Transflex Type A, Transflex Type B, Conweld, Silva, Bidim, Mirafi 140. (Maximum 22 spaces).

277 281 285 289 293 **Chronology** – Enter the appropriate dates as indicated. Do not enter a date in Entry Number 289, "Evaluation Extended Until," unless the feature has been conditionally adopted (Block Number 3 under "Application" has been checked), and the evaluation period has been extended for a longer time.

297 305 306 **Quantity and Cost** – Enter the figures for the quantity of units involved in the experimental feature. Check only one block for the appropriate units used. Enter the corresponding figures for the unit cost.

315 316 317 **Available Evaluation Reports** – Check the appropriate blocks for informative reports that are available for others. Progress reports on the project by State or FHWA which casually mention the feature, other Form 1461's, or check-off type reports should *not* be noted.

318 319 **Evaluation** – Check only one block under "Construction Problems" and only one block under "Performance" as soon as feasible. These are subjective decisions and must be made prior to the termination date, entry 293.

320 **Application** – Check only one block as appropriate, showing the disposition of the experimental feature, prior to the termination date, entry 293.

321 **Remarks** – Any unusual circumstances about the experimental feature, or any variation from the normal coding should be entered here. However, the vast majority of experimental features can be informatively reported following the instructions noted above. (Maximum 380 spaces).

xperimental Features Project
GRIDDED FABRIC RETAINING WALL- DEVIL'S PUNCH BOWL
Lincoln County, Oregon

WORK PLAN

Purpose

The purpose of this experimental project is to evaluate the design and construction of a gridded polyethylene fabric retaining wall.

Justification

Three alternatives were considered in replacing the existing retaining wall at Devil's Punch Bowl. The gridded polyethylene fabric was chosen over the other two alternatives considered for the following reasons:

(1) The cost of the polyethylene fabric wall had the lowest cost among the alternatives.

(2) Facing the wall need not be done since the fabric is resistant to ultra-violet light.

(3) Replacement of the sliding material with free draining rock.

Background

The proposed research project is located on Highway #182, and in the vicinity of the Devil's Punch Bowl State Park, 15 miles from Newport. The experimental wall with the polyethylene fabric is a replacement for the existing concrete rubble wall. The replacement was necessitated by a slide failure that occurred in December of 1981. The slide dropped the existing pavement four feet on the easterly edge of the rubble wall.

The polymer fabric to be used for the experimental project is TENSAR SR2, a high density polyethylene, manufactured by Netlon Limited. Specifications for the TENSAR are attached in the appendix.

Background Continued

The gridded fabric wall length is 255 feet. The top of the wall will be built on a stair step with each step being 18 inches high and of sufficient length to match the grade of the pavement. The bottom of the wall is 40 feet in length at an elevation of 46' and follows the firm shale layer in the slide area between stations 12+80 and 14+00. The face of the wall will be battered on a 6 (vertical) to 1 (horizontal) slope. A detail showing a typical section of the wall is attached in the appendix. To establish vegetation, sod will be laid between the fabric and the dirty gravel fill.

Experimental Features

Forming the face of the wall is one of the objectives of the experimental project. The state recommended forming method is attached. Basically, the forming will be done on 3-foot lifts and the forms moved up in a leap frog fashion, whereby one form is always below the layer under construction.

Since the TENSAR geogrid fabric comes in a 1 meter wide roll, the face must be secured together. Securing the fabrics will be another aspect to be reviewed during construction. The state recommended securing devices are hog rings, with the fabric overlapped 1½ inches. The hog rings are only required during construction, therefore would not need to be galvanized or stainless steel.

Vegetation growth on the face will be important to blend the wall into the setting. To establish vegetation, sod will be laid between the fabric and the dirty gravels used for backfill. The contractor will be required to keep the sod moist during construction.

Inspection and Reporting

Preconstruction - State Geotechnical Personnel are working with Dr. J. R. Bell, Professor of Civil Engineering at Oregon State University, on the design of the gridded fabric wall. Dr. Bell is an international authority on geotextiles and his input will be valuable to the state in determining the design considerations. Dr. Bell has arranged to have a representative from TENSAR available during the contract advertisement and to have a field engineer from TENSAR present during the construction of the wall.

Construction - Field inspection will be carried out during construction to assess the forming method and the securing devices employed by the contractor. A survey tagline will be established to monitor any movements and a visual inspection will be made to observe the bulging and sloughing of the wall.

Postconstruction - Field inspections will be carried out periodically during the first year after construction and again 21 months after construction to evaluate (1) the success of establishing vegetation on the face, (2) the loss of fines through the fabric on the face of the wall, and (3) bulging and settlement of the face.

Inspection and reporting of all phases of the experimental work will be done by or under the supervision of the soils engineer for the Oregon State Highway Division. A report will be generated by his staff at the conclusion of the construction. A final report providing a summary of the performance inspections will be submitted two years after construction is completed.

Cost Estimate

Construction	
Materials and Labor (includes excavation and backfill)	$150,200.00
Inspection and Reporting	
60 hours - Geologist II @ $19.31/hr.	1,158.60
100 hours - Highway Engineer I @ $15.87/hr.	1,587.00
10 hours - Highway Engineer IV @ $20.24/hr.	202.40
Travel to site	500.00
Post Construction Reporting	
40 hours - Highway Engineer I @ $15.87/hr.	634.80
5 hours - Highway Engineer VI @ $26.03/hr.	130.15
Miscellaneous supplies and typing	120.00
Travel to site	200.00
Total Cost	$154,732.95

Preliminary Cost Estimates:

Alternate No. 2: Grid Wall

Materials:	
Geotextile	
Tensar Grid fabric	$26,766.00
Drainage	
200 Lin. ft. 4" PVC @ $3.50	700.00
Total Materials	$27,466.00
Labor:	
Placement Equipment, includes forming	$ 3,645.00
Direct Labor	3,926.00
Additional Excavation 1000 cu. yd. @ $3.00/cu. yd.	3,000.00
Total Labor	$10,571.00
Total cost (exluding excavation and backfill)	$38,037.00
Cost per sq. ft. $38,037/3645 sq. ft.	$ 10.43/sq. ft.

Experimental Features
Gridded Fabric Retaining Wall
Devil's Punch Bowl
Attachment 1

Tensar
FROM NETLON ®

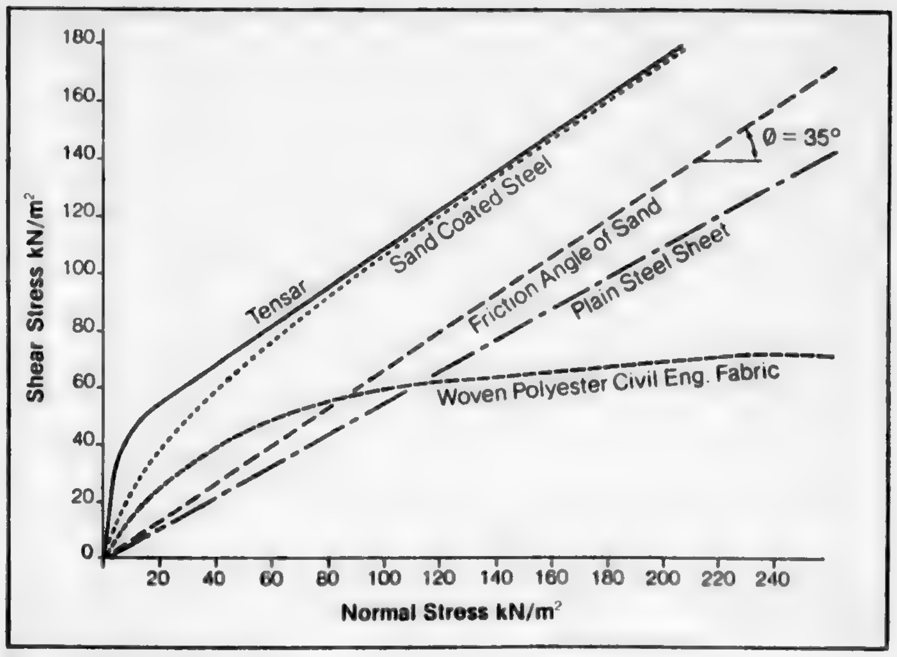
SOIL REINFORCEMENT GRIDS STRUCTURES SR1 and SR2

Application

'Tensar' polymer grid structures are for use in the construction of reinforced embankments, foundation mattresses, reinforced soil retaining walls, flood banks and earth dams.

Two 'Tensar' grid structures are available for reinforcing differing soil types, SR 1 for finely divided soils and SR2 for granular soils.

'Tensar' grids are made from high density polyethylene, uniaxially orientated to obtain high tensile strengths, equivalent to mild steel, and are resistant to all chemical substances normally existing in soils.



Planar Friction Test

Structural Characteristics	**SR1**	**SR2**
Width (m)	1.0	1.0
Weight (gms/m²)	872	938
Grid pitch (mm)	11 x 54	23 x 108
Colour	Black	Black

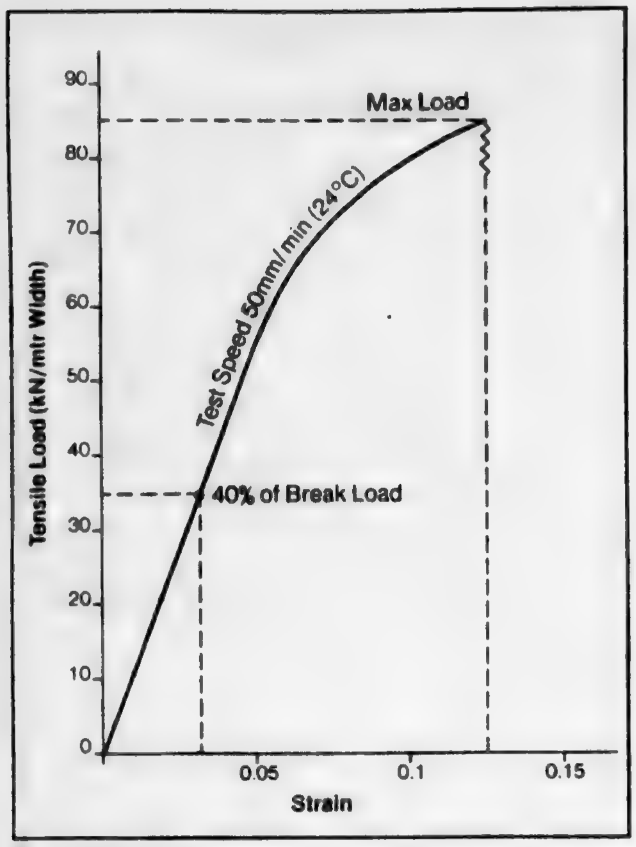
Mechanical Characteristics		
Tensile strength — max (kN/m)	84.0	79.0
Extension @ max load (%)	12.3	12.0
Extension @ 40% load (%)	3.5	3.0
Modulus in Tension (N/m²)	5.2×10^9	4.1×10^9
Thermal Stability	Stable over temperature range of −60°C to 80°C	

Polymer Characteristics—SR1 and SR2

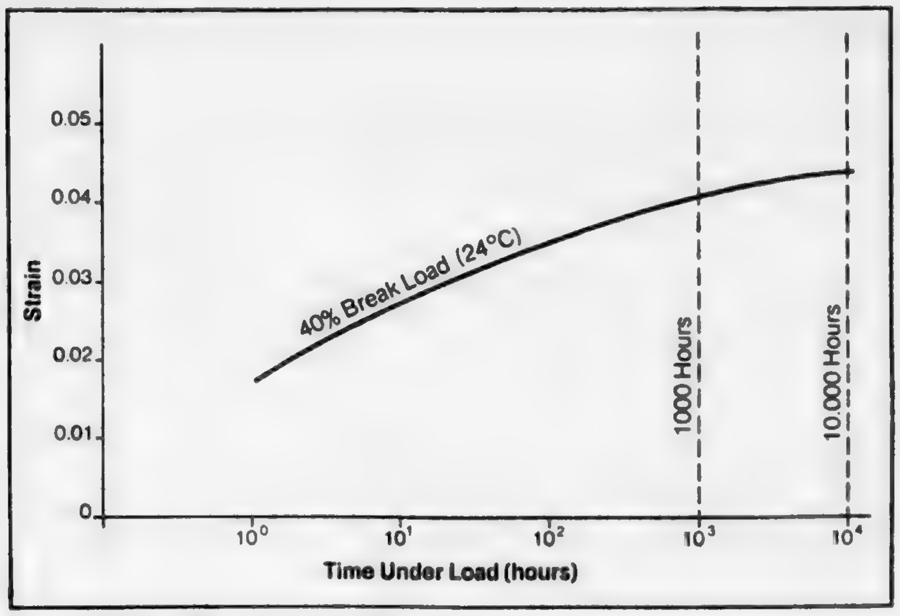
Raw material : High Density Polyethylene
Shore Hardness D (Din 53505) : 67
Vicat Softening Point (Din 53460) (0°C) : 127
Impact Strength (Din 53453) (kJ/m²) : 13.2
Abrasion Resistance (Din 53754E) (mm³/100 revs) : 10
Chemical Resistance : Resistant to all natural occuring alkaline and acidic soil conditions
Biological Resistance : Resistant to attack by bacteria fungi and vermin
Sunlight Resistance : Resistant to UV attack

Tensar
FROM NETLON ®

SOIL REINFORCEMENT GRIDS
STRUCTURE SR1

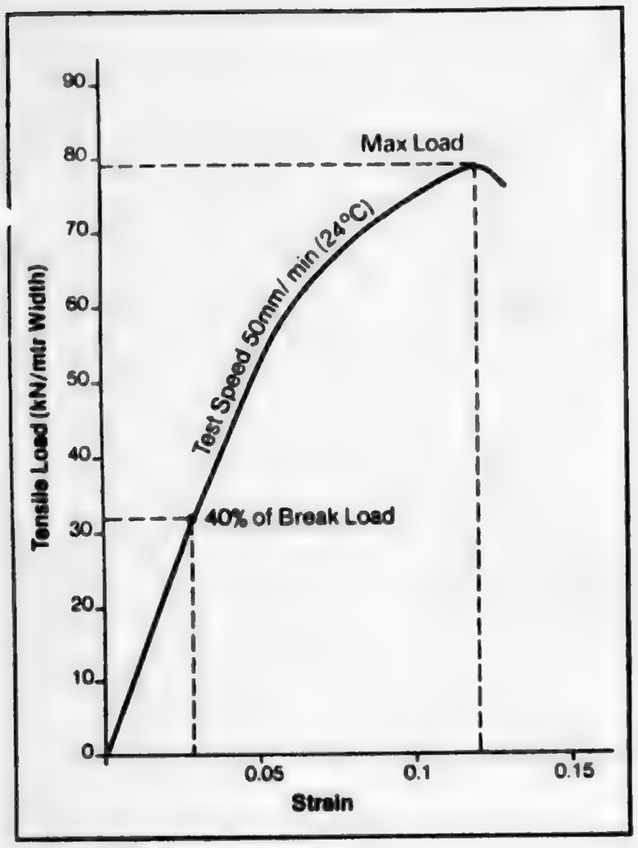


Tensile Test

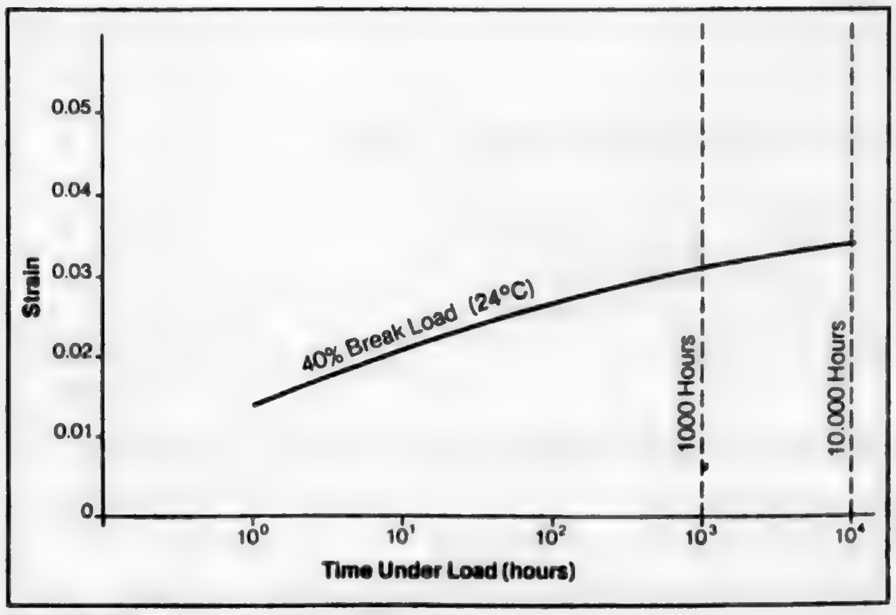


Tensile Creep Deformation Test

STRUCTURE SR2



Tensile Test



Tensile Creep Deformation Test

Netlon Limited
Kelly Street, Blackburn,
England BB2 4PJ
Telephone: 0254 6243
Telex: 63313

Tensar
FROM NETLON ®

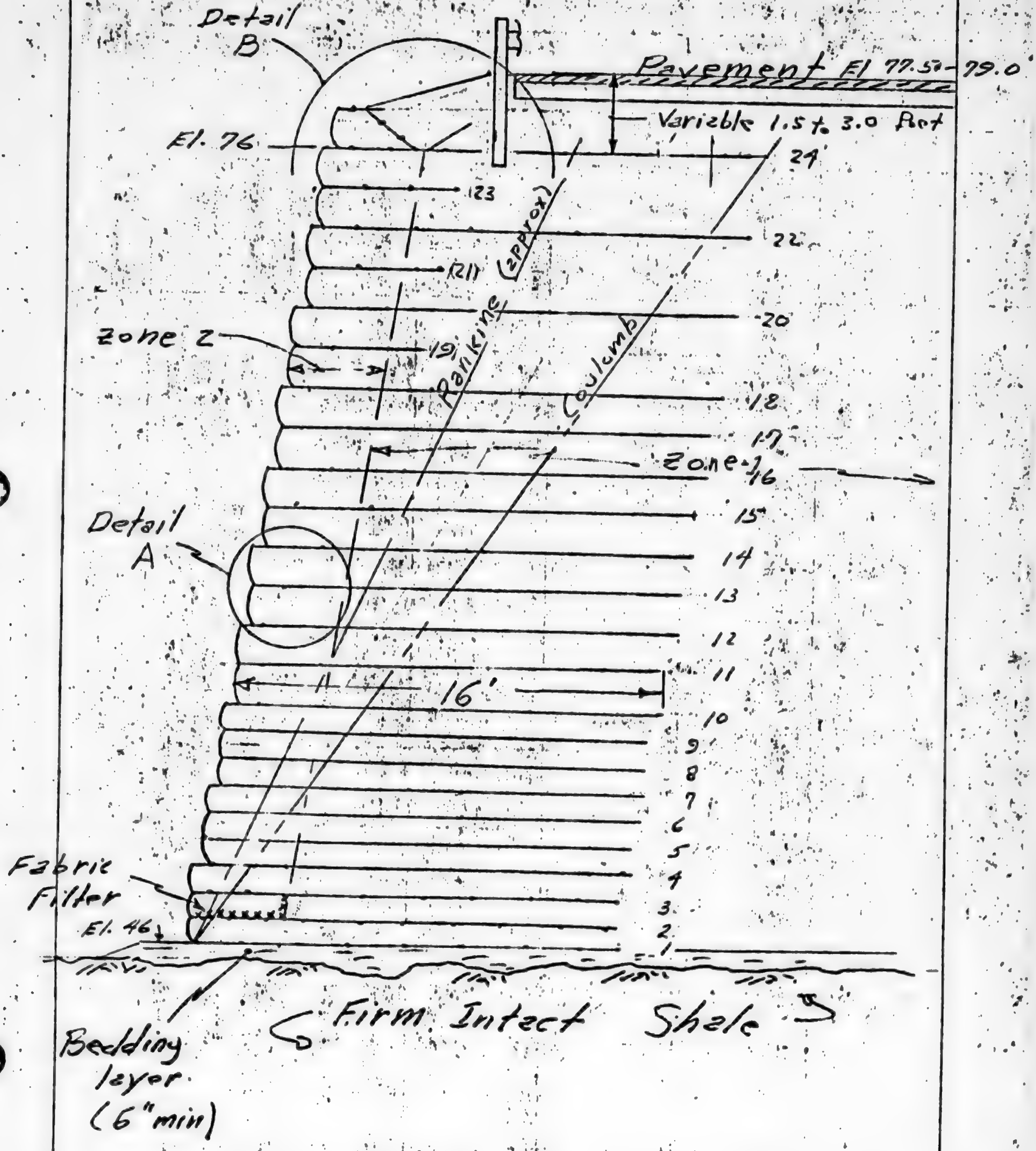
Exp. Features
Devil's Punch Bowl
Attachment 2

ODOT | Otter Rock Wall | 9 Jan 88 JRB

I- Design Summary

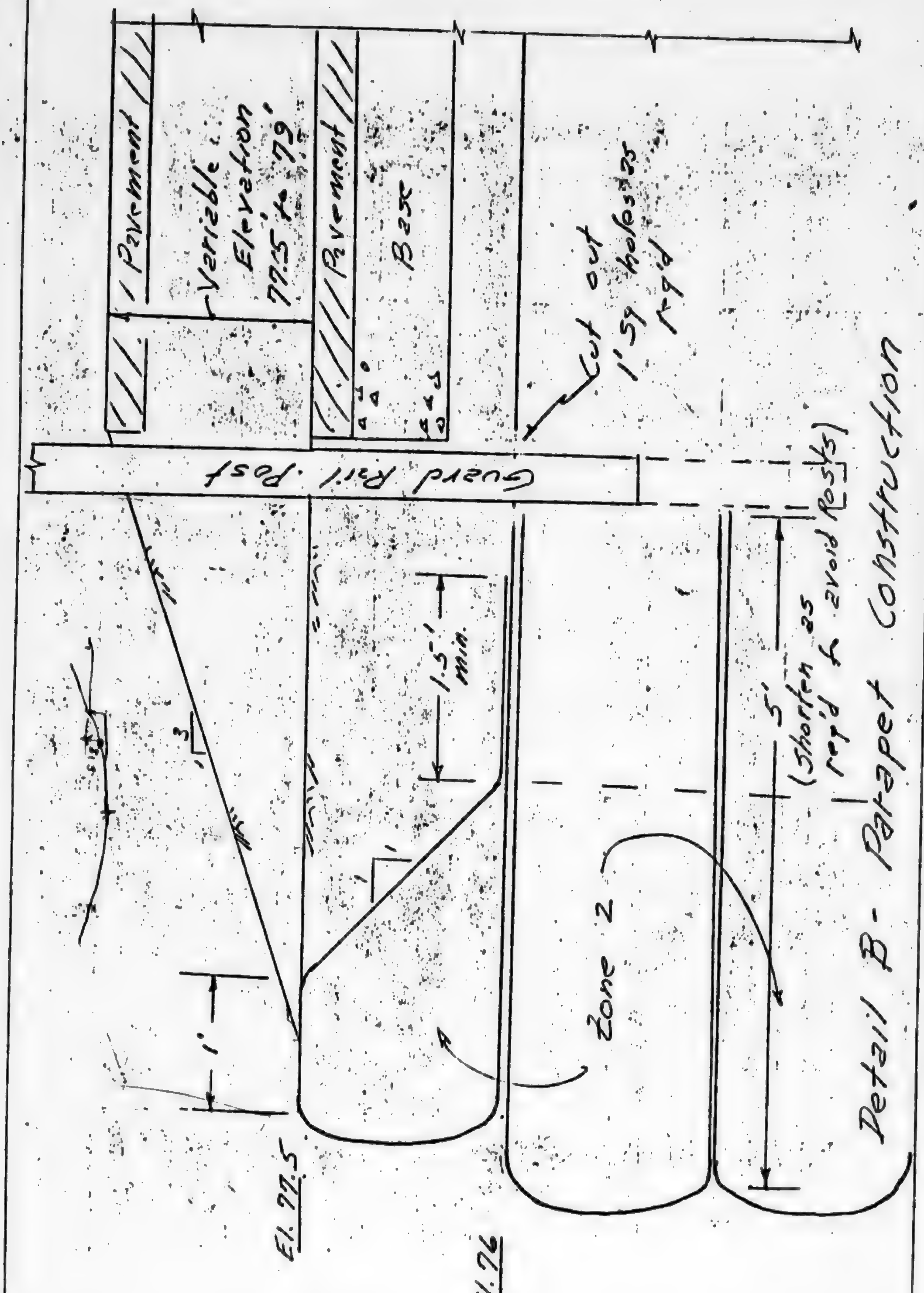
-A- General Wall Section

1" = 5'


Detail B
Pavement El 77.5-79.0
Variable 1.5 to 3.0 feet
El. 76
24
23
22
21
20
19
Zone 2
Rankine (approx)
Coulomb
18
17
Zone 1
16
15
Detail A
14
13
12
11
16'
10
9
8
7
6
5
4
3
2
1
Fabric Filter
El. 46
Firm Intact Shale
Bedding layer (6" min)

Exp. Features ODOT
Devil's Punch Bowl
Attachment 3

Otter Rock Wall | JRB - 12 Jan 83 | 5/

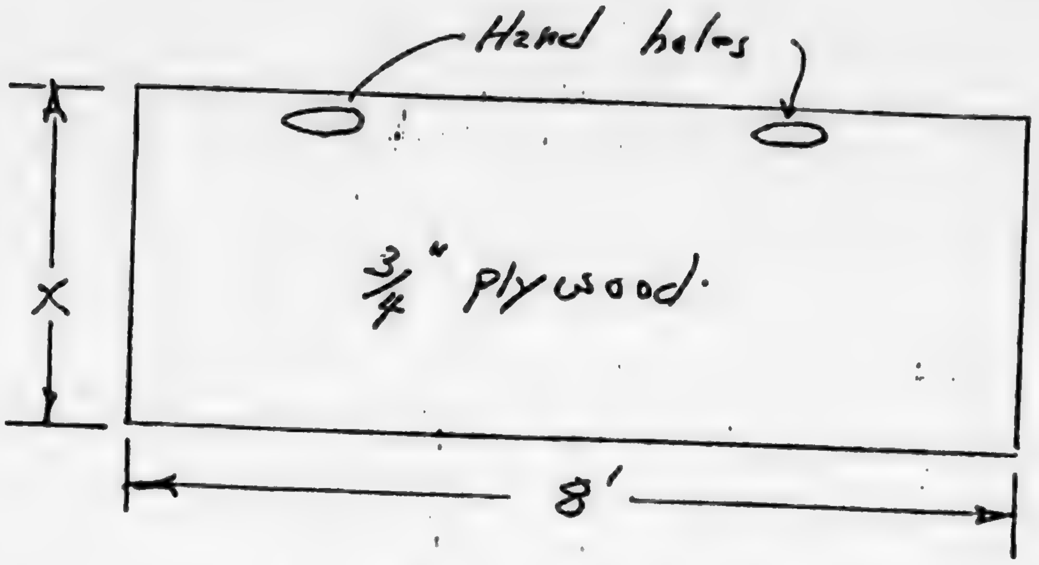

Pavement
Variable Elevation 77.5' to 79'
Pavement
Base
Cut out 1' sq holes as req'd
Guard Rail Post
1.5' min.
5' (Shorten as req'd to avoid Posts)
3
1
1
1'
Zone 2
El. 77.5
El. 76

Detail B - Parapet Construction

Exp. Features
Devil's Punch Bowl
Attachment 4

ODOT | Otter Rock Wall | JRB - 83 Jan 83 | 13/2

Form



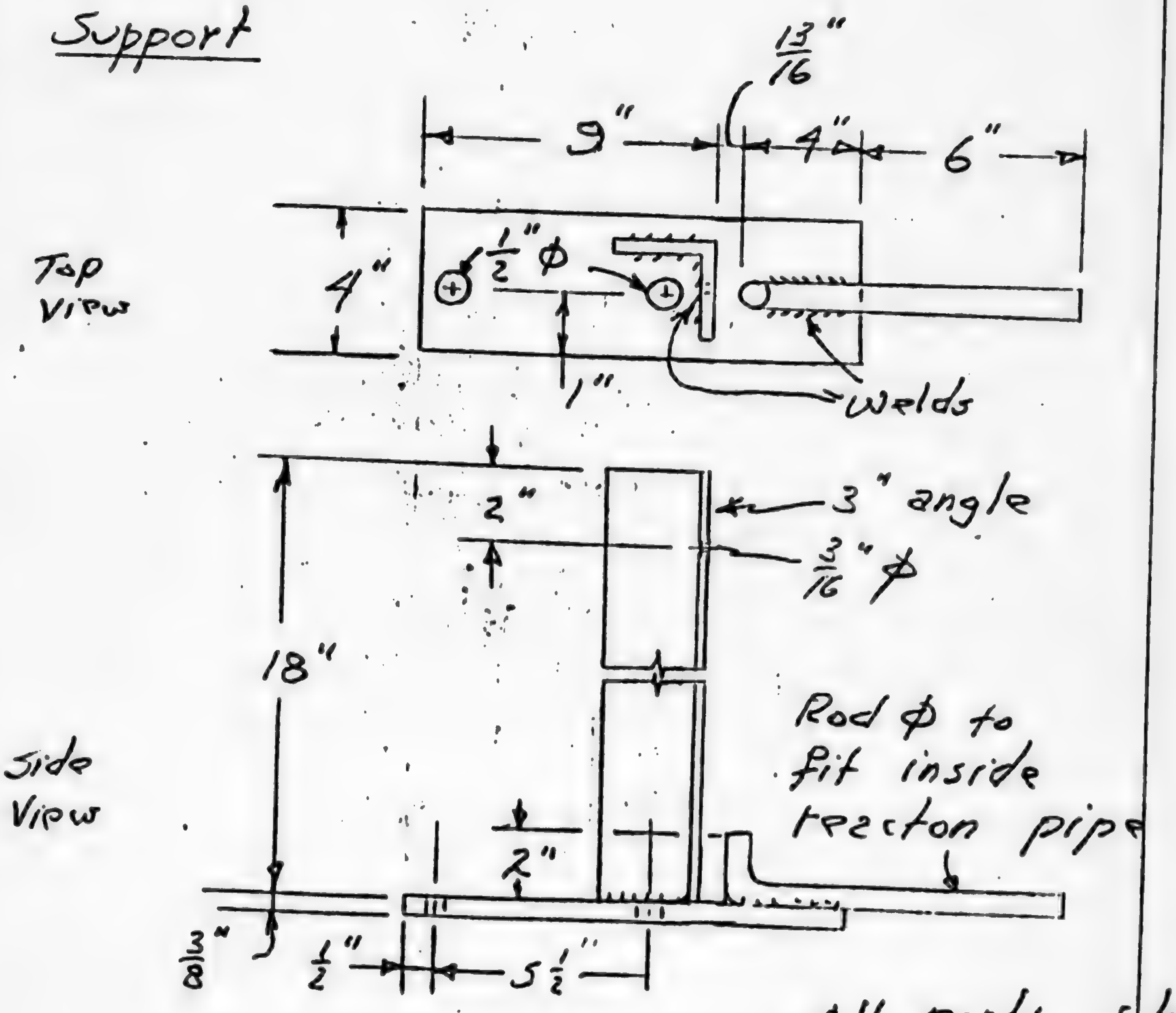
Hand holes
3/4" plywood
X
8'

X is such that X plus the support thickness is 3'

$\frac{3}{4}$

$\frac{13}{16}$

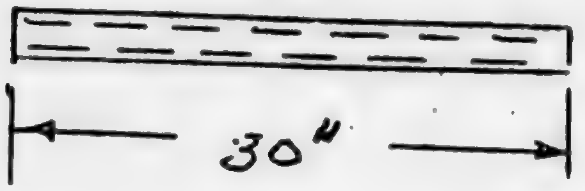
Support



13/16"
9"
4"
6"
Top View
4"
1/2" ϕ
1"
Welds
2"
3" angle
3/16" ϕ
18"
Side View
Rod ϕ to fit inside reaction pipe
2"
3/8"
1/2"
5 1/2"

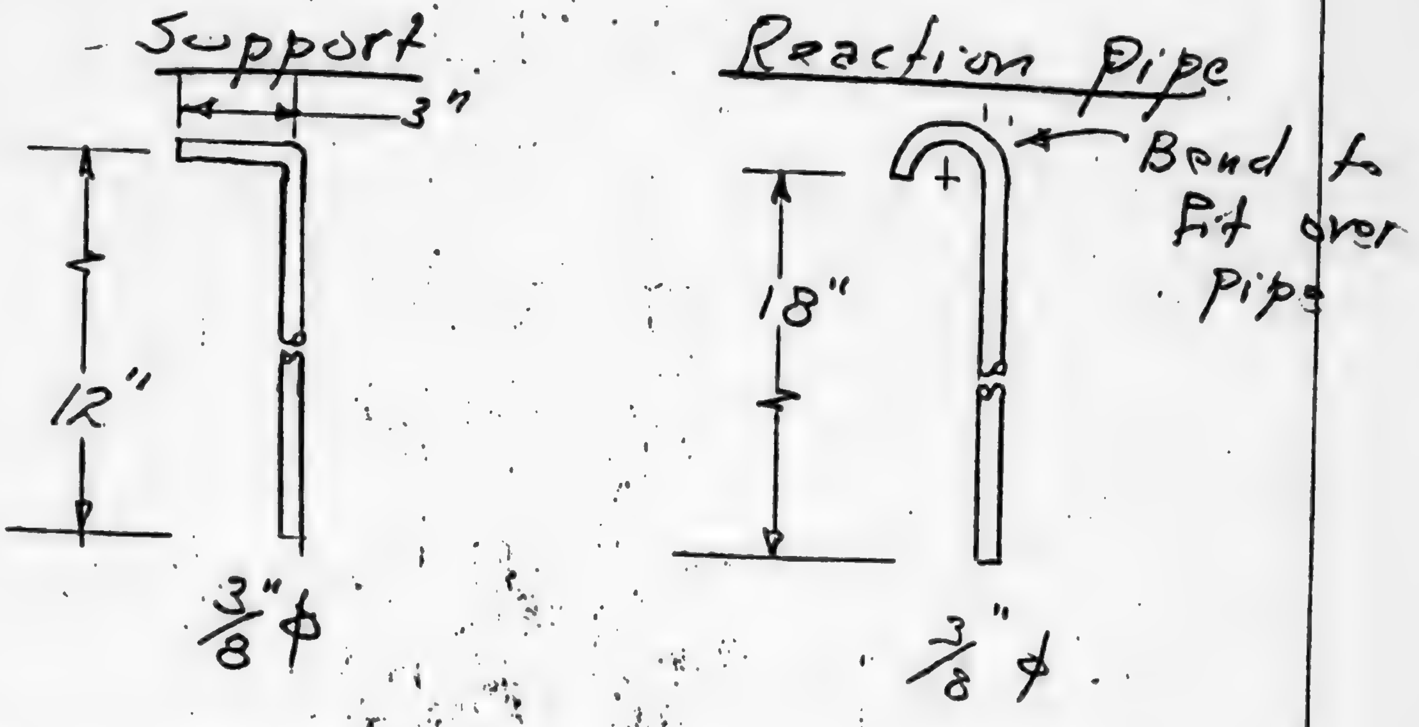
All parts steel with Welded connections

Reaction Pipe.



Steel pipe with inside ϕ to accept support rod - Loose fit
Rod ϕ + ≈ 1/16"

Anchors


Support
3"
12"
3/8" ϕ
Reaction Pipe
Bend to fit over pipe
18"
3/8" ϕ

The Form is a simple sheet of 3/4" plywood. This should not require stiffeners. The hand holes are optional world experience is they would be very helpful.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-122(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20131

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/18/82

8. FEDERAL ROUTE NUMBER Secondary 122

9. STATE ROUTE NUMBER Secondary 182

10. GENERAL LOCATION:
Devil's Punch Bowl Park Slide

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage
TEC $20,800 - F.F. $18,340
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 8/4/82.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
8 20 82

14. DATE 8/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16 TITLE for Division Administrator

FORM PR-1240
PREVIOUS EDITIONS MAY BE USED

NOTE TO COULTER

July 29, 1982

Yturri called today and indicated he received a letter from Stan Ouderkirk with reference to the Devils Punchbowl Slide. Ouderkirk was critical of the Highway Division in that nothing had been done to repair the slide damage. Tony wanted to know if the repair work could be expedited.

I looked into the situation and found that the field was dragging on their drill work and field survey work. I instructed Fredrickson to finish the field work post haste in order that we could let a contract soon, which would give us plenty of time to complete the work before winter sets in.

ESH:Ja

GENERAL FILES

MAI

July 20, 1982

Mr. Albert R. Strand, Chairman
Lincoln County Board of Commissioners
Courthouse Room 201
225 West Olive Street
Newport, OR 97365

This is in response to your letter dated July 2, in which the Lincoln County Commission along with the Lincoln County Association of Chambers of Commerce requests early repairs to the highway leading to Devil's Punch Bowl State Park in Otter Rock.

Funds have been allocated to make necessary repairs; and at present, there is an engineering and geology crew working on this project. As soon as the geology work has been completed, we will make a determination on the type of repair to make and push toward completion.

It is questionable if repairs will be made before the fall of 1982. I will have the local District Maintenance Supervisor, John L. Gunter, keep you informed of our progress.

H. S. Coulter, P.E.
State Highway Engineer

COF:st

bc Fred D. Miller
C. O. Fredrickson
J. L. Gunter

County of Lincoln

Board of County Commissioners

Courthouse, Room 201
225 West Olive Street
Newport, Oregon 97365
(503) 265-6611, Ext. 263

July 2, 1982

Fred B. Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, Or 97310

Dear Mr. Klaboe:

The Lincoln County Association of Chambers of Commerce has indicated to this Board that the Department of Transportation has decided against the immediate repair of the state highway leading to Devils Punchbowl State Park in Otter Rock. The Board agrees with the Chamber that a significant number of visitors will visit that area during this tourist season and that the safety and convenience of those visitors should be of prime importance to the state as well as to the county.

The Board of Commissioners believes that the repair of this road should be of high priority and would ask that serious consideration be given to its immediate repair.

Thank you for your consideration.

Sincerely,

LINCOLN COUNTY BOARD OF COMMISSIONERS

By Albert R. Strand
Albert R. Strand, Chairman

NC:LCBOC:SSS

cc: Frank Armstrong

cc. Frederickson
7/8/82
[illegible]

(Due 7-30)

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO
Frederickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DOT DIRECTOR
JUL 6 '82
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

Draft will be for Coulter

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Devil's Punch Bowl Park Slide

HIGHWAY NAME: Otter Rock

HIGHWAY NUMBER: 182

REGION: 2

ADMINISTRATIVE DISTRICT: 4

COUNTY: Lincoln

CITY: None

LENGTH: 0.15 mi

MILEPOST NUMBER: 0.05 TO 0.20

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

A slippage occurred in the Otter Rock Highway opposite the Devil's Punch Bowl Park Building. Serious damage to the highway made a detour through the park access and parking areas necessary. This detour is still in use. A proposed solution is to place soldier piles through the slide area in front of the retaining wall, reconstruct the existing surfacing and guardrail.

1 ✓
2
3
4

RECEIVED
[illegible] 1982
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): (1980) 740

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 7/15/82

REFERRED TO
Beard
Steudenmeyer
Cole
Mann
Ellison
Watson W
Dorn
Leu
Do File
Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 (24')	2 (24')
SHOULDERS	Var 4' min.	Var. 4' min.
MEDIANS	None	None
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	Bikes use paved shoulders
INTERCHANGES	"	None
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☒	☐	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source Commercial	☐	☐	☐
Utilities	☒	☐	☐

Type Power, telephone, water

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ n/a	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	________ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class 'C' A.C.	4"	1-1/2"
Aggregate Base	14"	

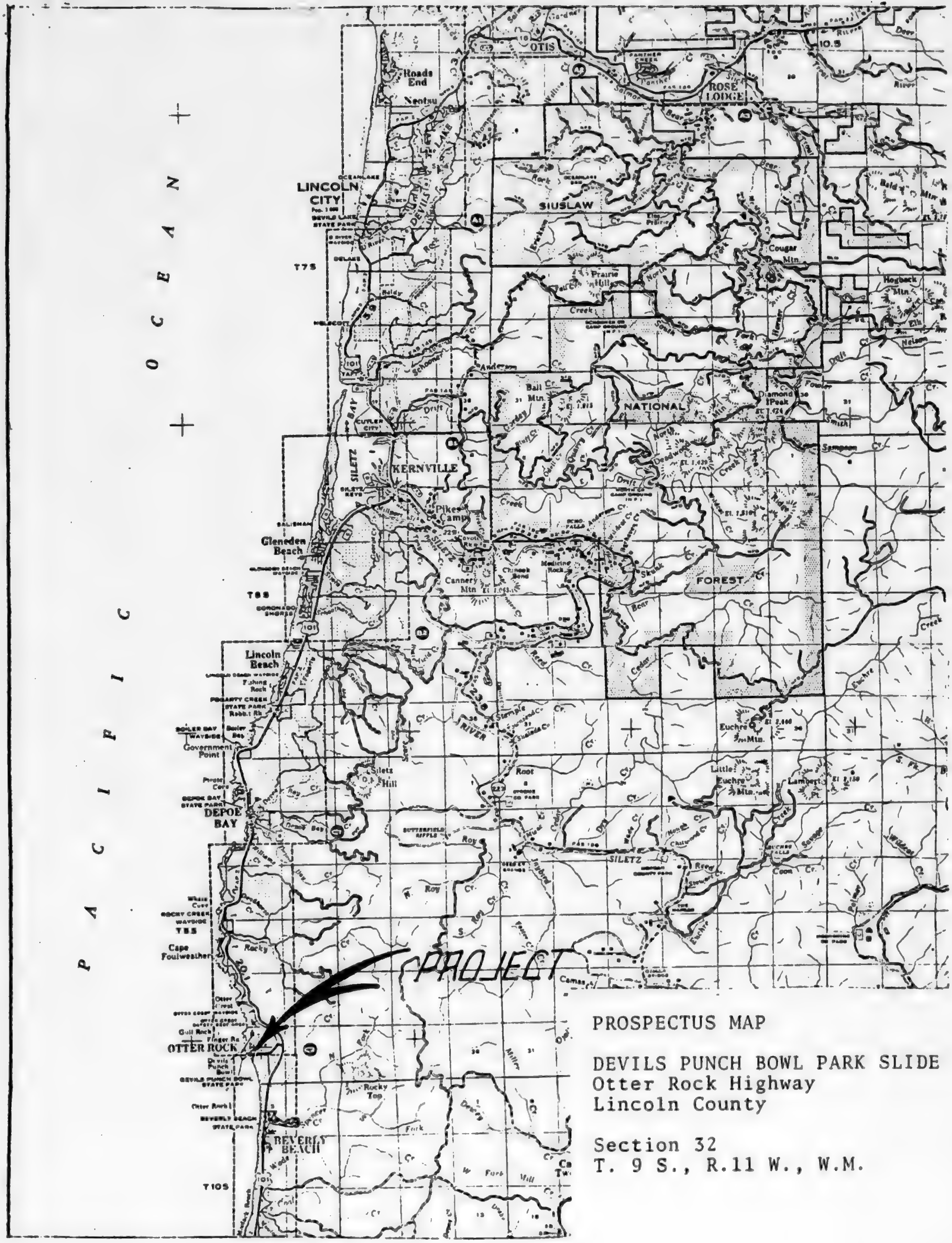
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	9,400	18,700
RIGHT OF WAY		
TRAFFIC CONTROL	2,500	800
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	105,200	105 200
OTHER ______		
ENGINEERING & CONTINGENCIES	34,000	34,000
PROJECT TOTAL	120,500	$158,700

SUBMITTED BY Don Thurston


PACIFIC OCEAN
OTIS
ROSE LODGE
Roads End
Neotsu
LINCOLN CITY
DEVILS LAKE STATE PARK
DELAKE
SIUSLAW
Cougar Mtn
Prairie Hill
Hogback Mtn
T 7 S
TAFT
CUTLER CITY
Ball Mtn
NATIONAL
Diamond Peak
KERNVILLE
SILETZ BAY
Pikes Camp
Gleneden Beach
Cannery Mtn
Chinook Bend
Medicine Rock
FOREST
T 8 S
101
Lincoln Beach
Fishing Rock
Boiler Bay
Government Point
SILETZ RIVER
Euchre Mtn
Siletz Hill
Little Euchre Mtn
Pirate Cove
DEPOE BAY
Cape Foulweather
PROJECT
Otter Crest
OTTER ROCK
Devils Punch Bowl
DEVILS PUNCH BOWL STATE PARK
Rocky Top
BEVERLY BEACH
T 10 S

PROSPECTUS MAP

DEVILS PUNCH BOWL PARK SLIDE
Otter Rock Highway
Lincoln County

Section 32
T. 9 S., R.11 W., W.M.

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz, P.E.
ASSISTANT STATE HIGHWAY ENGINEER

DATE: July 13, 1982

FROM: C. O. Fredrickson, P.E.
REGION 2 ENGINEER

SUBJECT: Questions in Del Isham/
Fred Miller Memo

RECEIVED
STATE HWY ENGR
JUL 13 '82
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

NOTED
W. E. SCHWARTZ

NOTED
H. S. COULTER

In our telephone conversation on July 12, 1982, you posed four questions from the subject memo. Answers are as follows:

1. Pavement buttons on Highway 20 (Corvallis to Newport Highway).

We have been reluctant to place reflective buttons throughout the Region because of the long term maintenance costs we feel we would incur. Installation price is estimated at about $400 per mile with State forces. Replacement cost is estimated to be about $6.00 per button. We would particularly like to avoid button installations in areas where we normally plow snow because of the vulnerability of the buttons to a snow plowing operation.

← ~40's [illegible]

June 16-2

Traffic are considering a project to put [illegible] on all coast [illegible]. 100% Fed. [illegible]

We are currently applying for a demonstration project to place buttons from Newport to Toledo (5.65 miles) including additional buttons at the left-turn refuges. We had not planned to place additional buttons on this highway at this time.

2. Slide at Devils Punch Bowl.

We have received Commission approval for work at this location but have not received an approved survey order as of this date. Some field work has been done, but we do not anticipate contracting for repair this season. This project could be pushed if you decide this is necessary, but we should complete the geologic work before preparing any proposal for repair and an estimate of cost. Please advise.

3. Brush along Oregon Coast Highway - Newport to Lincoln City.

[illegible] 13-2

Most of the heavy brush has been cleaned up. There is some minor cleanup still to do in the Otter Crest area and it should be done this month.

Scott - here are the answers to items 4 & 7a,c,&d of Miller's memo of 7/7/82 (attached)

Contains Recycled Materials

4. Siletz Highway Improvement.

[illegible] 12-13
Siletz

Unpaved section could be oiled provided we could obtain oiling rock. Because of the weather, it would be a start-stop type of operation. John Gunter estimates a cost of about $200,000, which would not provide any line or grade improvements.

Please advise this office of the action you require, if any, on each of the above items.

COF/rgb

cc: Bill Fretwell
David Weaver
John Gunter

June 11, 1982

The Honorable Dell Isham
State Senator
3231 W. Devils Lake Road
Lincoln City, OR 97367

This is in response to your letter of May 25, 1982, wherein you listed four specific highway problems. I have answered them as follows:

1. We are presently working with the City of Newport and the land developers to resolve the traffic problem between the end of the five-lane section and the north city limits. Hopefully, within a very short time we will have a recommendation to alleviate this problem.

2. The surface repairing on Highway 101, south of Otter Rock, that you mentioned was restored to a satisfactory condition on May 27, 1982.

3. The summer litter patrol crew will commence picking up litter in the Newport to Lincoln City area the week of June 14, 1982, which should alleviate the litter problem. The branches and trees will be removed in the very near future. Priority slide correction work has kept the Newport crew busy. This work is near completion which will enable this crew to go back to routine maintenance work.

4. Engineers are studying what is the most economical approach to take toward repairing the highway which leads to Devils Punchbowl. It is questionable if any repairs will be made to this area this summer. In the interim, we will upgrade the signing and make whatever surface repairs are required to allow the motorists to travel through the park entrance and county street connection.

You will be kept advised of our actions in the area at the north end of Newport and the area leading to Devils Punchbowl.

H. S. Coulter, P.E.
State Highway Engineer

TWL:rgb:ji
bc: W. E. Schwartz
C. O. Fredrickson

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

3231 W DEVILS LAKE ROAD
LINCOLN CITY OREGON 97367

SENATOR DELL ISHAM
DISTRICT 2
MAJORITY LEADER
(503) 378-8173

May 25, 1982

RECEIVED
STATE HWY ENGR

MAY 27 '82

REFER TO
[illegible]

FOR

Info	Inves	R/D	D:R	Sign	Act	File
		✓				

[illegible]

Scott Coulter
Highway Division
140 Transportation Bldg.
Salem OR 97310

Dear Scott:

I am writing this letter to bring to your attention several highway related problems between Newport and Otter Rock.

1. Highway 101 on the north end of the urban growth boundary of the City of Newport is only two lanes wide and has poorly constructed and hazardous intersections and access points. Increased housing in the area makes it imperative that this situation be corrected. A piece-meal approach to solving the problem over the last fifty years has not worked. The Highway Division should design and engineer the widening of this section of roadway to three lanes to allow a center turning lane.

2. The normal winter slumping of Highway 101 south of Otter Rock has not yet been satisfactorily repaired. Although some maintenance has been preformed, there is now a very large hole in the middle of the highway which could cause a severe accident.

3. There is a great deal of roadside litter between the most southerly exit to Otter Rock and north Newport. Along this stretch of highway there are also numerous branches and dead trees from the October 14th storm. These have still not been cleaned up.

4. As you know, the main street leading to the Devil's Punchbowl State Park at Otter Rock has caved in. I recognize that this street presents engineering difficulties, but I believe that some corrections are in order and it should not simply be left as it is. The street should be repaired or the present by-pass should become the permanent entrance to the park. The present by-pass is now confusing and some-what of a bottle neck. This could become the entrance with proper signing and widening.

Enclosed are some pictures I have taken of the Devil's Punchbowl State Park Street. Regardless of the decisions made to correct this problems, it should not be left in its present condition.

through the busy summer tourist season.

Thank you for taking these suggestions into consideration.

Sincerely,

Dell Isham

DELL ISHAM
State Senator
District #2

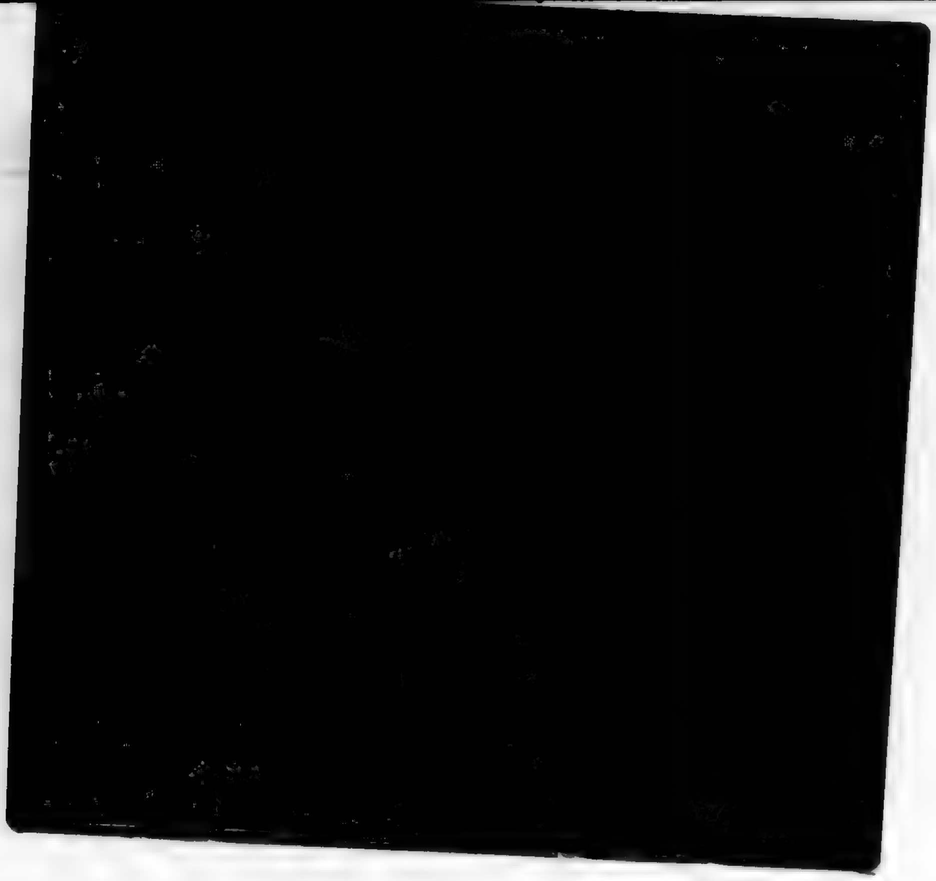
DI/ka
Enclosure
cc: Tony Yturri
John Brenneman, Mayor of Newport

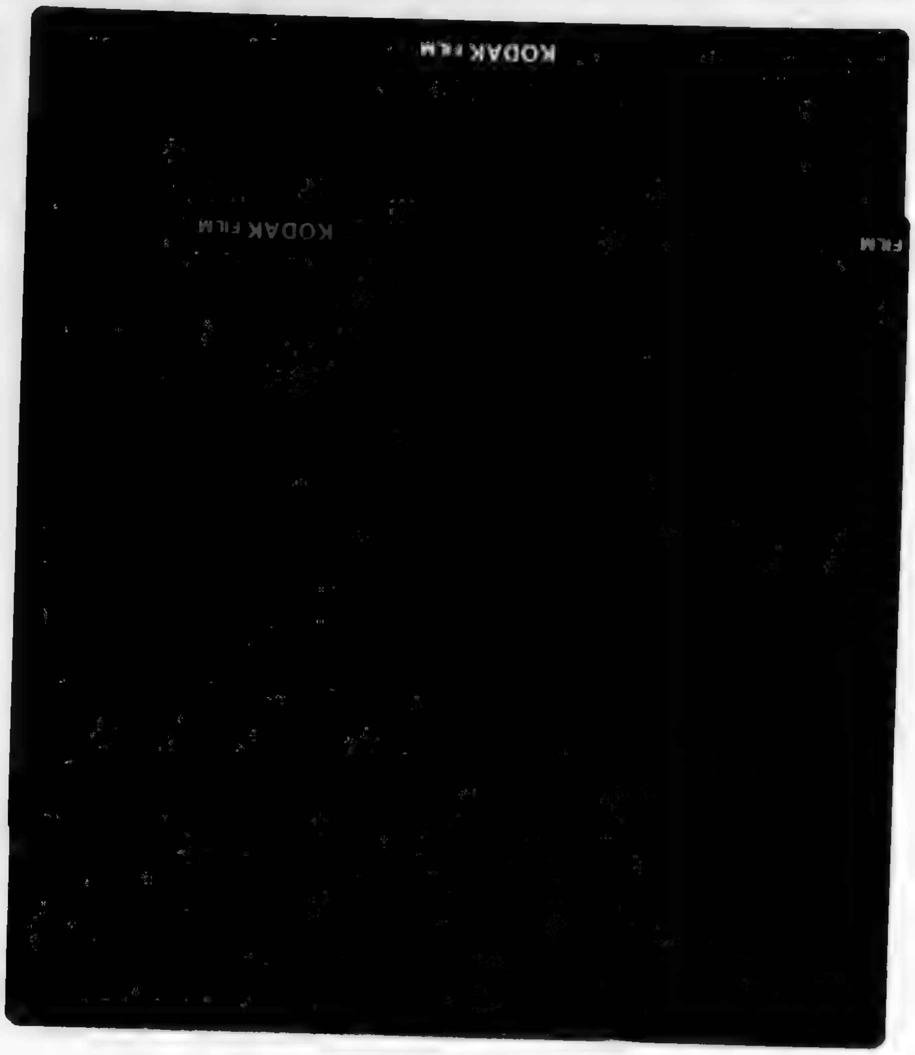
The following

Document(s)

are

Photographs





HIGHWAY DIVISION

PRO

H.S. Coulter, P.E.
State Highway Engineer

May 28, 1982

R.N. Bothman, P.E.
Assistant State Highway Engineer

1. Devil's Punch Bowl Park Slide
   Otter Rock Highway
   Lincoln County

2. Spencer Creek-Wade Creek Section
   Oregon Coast Highway
   Lincoln County

Enclosed are two Project Requests for your consideration. The first is for a slide correction project on the Otter Rock Highway adjacent to the Devil's Punch Bowl State Park. A section of the road is closed with traffic being detoured through the Park access and parking lot. This will cause considerable congestion during the tourist season.

The second is for a development only project, between Spencer Creek and Wade Creek on the Oregon Coast Highway. Investigation is needed to determine what corrective action is required and what our responsibilities are.

If you approve these requests, the enclosed letter to the Commission has been drafted for your use.

KO:bkc
Enc.

DATE: May 28, 1982 ACC

TO: The Oregon Transportation Commission

FROM: H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Region 2 Slide Projects

On the consent calendar for the June 15 meeting will be a request to add two Region 2 slide projects to our program.

The first is a slide correction project on the Otter Rock Highway, adjacent the Devil's Punch Bowl State Park in Lincoln County. The $124,100 project would be financed with Federal-Aid Secondary funds.

The second is for a development only project on the Oregon Coast Highway, between Spencer Creek and Wade Creek in Lincoln County. We need to determine what corrective action is required and what are the extent of our liabilities. The $18,250 development would be financed with Federal-Aid Primary funds.

The estimated costs above include $16,900 state match. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

KO:bkc
Enc.

bc: Fred Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring
J.H. Versteeg
Frank Terpin
C.O. Fredrickson
V.E. Skoog
George Bell

1983 Green Springs Hwy. at 9617
Emigrant Park Rd. SE of Ashland.
(Grading & Paving)

SC

US Department of Transportation
Federal Highway Administration

STATE COPY

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-14-84	W. N. Bryant, Area Engineer	F-15(10)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-2-83	1-18-84	100 %	90 C.D.

LOCATION

S.R. 66, 2.2 miles S.E. of Ashland

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GREEN SPRINGS HWY @ EMIGRANT PARK ROAD
GREEN SPRINGS HIGHWAY
Grading and Paving

This project provided for roadbed widening to provide a left turn refuge. The work included grading, aggregate base, asphalt concrete pavement, installation of culvert pipe and other incidental work common to this type project.

A contract in the amount of $79,714 was awarded Meridian Rock Inc., White City, Oregon on 4/14/83. Work began on 6/18/83 and was complete in reasonably close conformity with the approved plans and specifications on 8/2/83 at a final estimated cost of $109,559.94 which includes $58,463.80 for original bid item work, $32,736.88 for work completed under approved price agreements, $2,220.65 for force account work, $844.00 for State force work, and $15,294.61 for construction engineering.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the division office copy of this report.

OCT 2'84

NOTED
W. E. SCHWARTZ
ey
10/9

REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/2/84	TITLE Field Operations Engineer	DATE 10/2/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

July 6, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9617

Gentlemen or Ladies:

A post-final payment for $4,668.24 will be made to Meridian Rock, Inc. for work on the Green Springs Highway at Emigrant Park Road in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $93,421.33 including the post-final payment. Of the total $2,220.65 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Meridian Rock, Inc.
PO Box 2594
White City, OR 97503

bc: C. O. Fredrickson
Walt Hart
James J. Gix

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

July 6, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9617

Gentlemen or Ladies:

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The total amount paid on this contract will be $93,421.33 including the post-final payment. Of the total $2,220.65 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Meridian Rock, Inc.
PO Box 2594
White City, OR 97503

bc: C. O. Fredrickson
Walt Hart
James J. Gix

DATE: June 8, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Greensprings Hwy. @ Emigrant Park Rd. Section
Greensprings Highway, Jackson County
Contract No. 9617

This federal-aid grading and paving project was recently completed and it is now apparent that the final cost will exceed the project authorization by $13,200 or 13.7 percent.

Additional quantities of base aggregate and asphalt concrete paving materials were necessary in order to construct the project to the standards expected. Field conditions necessitated use of additional materials to properly feather the ends of the pavement, and additional width, length and depth at the road approaches. These items added more than $11,000 to the cost of the project.

The project was constructed during the peak of the summer workload, and for this reason it became necessary for the field crew to work on Saturday on several occasions in maintaining job control staking. This caused the construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase except $1,153 is eligible for federal participation.

I recommend that the authorization be increased by $13,200 to a new total of $109,625.03. This matter will be on the consent calendar for the June 19 meeting.

HHP:cb sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

OK
HOC

STATE OF OREGON

Highway Construction 378-6318 FILE: CON 5

INTEROFFICE MEMO

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 7, 1984

FROM: G. D. Fredrickson
for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:
Request for increase in project authorization
Green Springs Hwy. @ Emigrant Park Rd. Section
Green Springs Highway,
Contract No. 9617

This federal aid grading and paving project was recently completed and it is now apparent that the final cost will exceed the project authorization by $13,200.00 or 13.7 percent.

Additional quantities of base aggregate and asphalt concrete paving materials were necessary in order to construct the project to the standards expected. Field conditions necessitated use of additional materials to properly feather the ends of the pavement, and additional width, length and depth at the road approaches. These items added more that $11,000.00 to the cost of the project.

The project was constructed during the peak of the summer workload, and for this reason it became necessary for crew to work on Saturday on several occasions in maintaining job control staking. This caused the construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase except $1,153.00 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $13,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
W. M. Maude
B. M. Walton
W. F. Cobine

Contains Recycled Materials

January 23, 1984

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9617

Gentlemen or Ladies:

Contract No. 9617 awarded to Meridian Rock, Inc. for work on the Green Springs Highway at Emigrant Park Road in Jackson County was completed on December 19, 1983, and accepted by the State Highway Division on January 18, 1984.

Final payment in the amount of $1,000 will be released to the contractor after January 30, 1984. The total contract amount is $88,300.29 including $1,767.85 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Meridian Rock, Inc.
PO Box 2594
White City, OR 97503

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
James J. Gix

9617

FORM 81-734-3001

OREGON STATE HIGHWAY DIV ION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Green Springs Highway @ Emigrant Park Road

WEEK ENDING: December 3,1983

SECTION PREFIX: 15-1042

HIGHWAY: Green Springs

COUNTY: Jackson

NAME OF JOB: Green Spgs Hwy@Emigrant Pk

KIND OF WORK: Grading and Paving

CONTRACTOR: Meridian Rock,Inc.

CONTRACT NUMBER: 9617

FEDERAL AID PROJECT NUMBER: F-15(10)

DATE OF CONTRACT: April 14,1983

DATE WORK STARTED: June 8,1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 90

PROJECT AUTHORIZATION: $ 96,425.03

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 88,003.67

ENGINEERING AUTHORIZATION: $ 8,421.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 88,012.32

ENGINEERING COST TO DATE: $ 13,090.06

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 155 %

DATE PROJECT WAS COMPLETED: August 2,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.28	.28			.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.28	.28			.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,740	2,730			1,100
TOTAL QUANTITIES CORRECTED TO DATE	1,635	3,069			1,244
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,635	3,069			1,244
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 6 1983
CONSTRUCTION SECTION
CE. K
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project has been completed. The semi-final estimate has been submitted. The third notification is being held for minor cleanup on jobsite.

SIGNED Dobb for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

[illegible] 5

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-64

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

[illegible]

State Oregon

County Jackson

Project Number F-15(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 27, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 96,321.00	$ 106,000.00
Federal funds	$ 84,906.00	$ 93,439.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of September, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 1, 1983

Federal-Aid Project No. F-15(10)

Green Springs Highway @ Emigrant Park Rd.
Green Springs Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 10+70 to Sta. 25+50)

Subtotal of previous estimate of May 23, 1983				$	84,124.00
Previous Estimate					
Class "B" Asphalt Concrete	1,100	Ton	28.15		30,965.00
				$	30,965.00
Revised Estimate					
Class "B" Asphalt Concrete	1,245	Ton	28.15	$	35,046.00
Remove Soft Spots in Subgrade (E.W.O. #1)					600.00
				$	35,646.00
			Increase	$	4,681.00
			Subtotal		93,486.00
			Engineering		12,541.00
			Total	$	106,000.00
Length of Roadway					0.0 mi.
Federal Funds				$	93,439.00
State Funds					12,561.00
Total				$	106,000.00

Group 1 100%
Contract No. 9617
Prefix: 15-1486
Prefix: 15-1042

9617 STATE COPY OMB No. 04-R2089 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5 [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-27-83	State Oregon County Jackson Project No. F-15(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 66, 2.2 mi. S.E. of Ashland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-16-83	0.0

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 96,321.00	$ 84,906.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	
Manager, Program Section *(Title)*	
XXBy For: H.S. Coulter, P.E.	By *(Division Administrator)*
State Highway Engineer *(Title)*	For: Dale E. Wilken
By	Date executed by Division Administrator [illegible] 1983
(Title)	

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9617

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5 [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-27-83	State: Oregon County: Jackson Project No.: F-15(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 66, 2.2 mi. S.E. of Ashland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-16-83	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 96,321.00	$ 84,906.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary G. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OMI

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Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END
OF
RETAKE

Oregon State Highway Division
Salem, Oregon May 23, 1983

Federal-Aid Project No. F-15(10)

Green Springs Highway @ Emigrant Park Rd.
Green Springs Highway
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 10+70 to Sta. 25+50)

Mobilization		All Required		$ 2,300.00
Temporary Protection and Direction of Traffic		All Required		1,500.00
Temporary Signs	179	Sq. Ft.	10.00	1,790.00
Flagmen	250	Hour	9.00	2,250.00
Clearing and Grubbing		All Required		1,000.00
Ditch Excavation	240	Cu. Yd.	4.25	1,020.00
Embankment in Place	1,740	Cu. Yd.	5.60	9,744.00
Finishing Roadbed and Slopes		All Required		1,260.00
Coarse Aggregate Base	2,360	Ton	9.00	21,240.00
3/4"-0 Aggregate Base	370	Ton	9.00	3,330.00
Class "B" Asphalt Concrete	1,100	Ton	28.15	30,965.00
12-inch Culvert Pipe	30	Lin. Ft.	15.00	450.00
18-inch Culvert Pipe	50	Lin. Ft.	22.00	1,100.00
Extra for Asphalt Approaches	10	Each	95.00	950.00
Delineators, Type 2	25	Each	19.00	475.00
Delineators, Type 3	10	Each	25.00	250.00
				$ 79,624.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,000.00
Temporary Pavement Striping	All Required		500.00
Temporary Erosion Control	All Required		1,500.00
Roadside Seeding and Mulching	All Required		500.00
			$ 4,500.00
		Subtotal	$ 84,124.00
		Engineering	12,197.00
		Total	$ 96,321.00

Length of Roadway ----------- 0.0 mi.

Federal Funds	$ 84,906.00
State Funds	11,415.00
Total Cost	$ 96,321.00

Group 1 100%
Contract No. 9617
Prefix: 15-1486
Prefix: 15-1042

Green Springs Hwy. at Emigrant Park Road
Nonparticipating - State Work

Single Mailbox Supports	1	Each	90.00	$ 90.00

9617

5-83

BUREAU OF LABOR AND INDUSTRIES
Mary Roberts, Commissioner

To: Department of Transportation   Re: Your Project Number 9617

PUBLIC CONTRACTS AND THE PREVAILING WAGE RATE LAW: WHAT PUBLIC AGENCIES SHOULD KNOW

OREGON PREVAILING WAGE RATE LAW (PWR)
(ORS 279.348 - 279.363)
and
THE FEDERAL DAVIS-BACON ACT

THERE'S A DIFFERENCE

Contracts subject to the state PWR law are those that are funded by sources other than federal sources (local funding; funding by city, county, state, etc.). Projects funded by a federal source are usually subject to the federal Davis-Bacon Act.

For information regarding coverage of these laws, contact:

PWR LAW (STATE)

Oregon Bureau of Labor and Industries
Wage and Hour Division
1400 S.W. Fifth Avenue
Portland, OR 97201

phone: 229-5750

DAVIS-BACON ACT (FEDERAL)

U.S. Department of Labor
Wage and Hour Division
1200 S.W. Third Avenue
Portland, OR 97204

phone: 221-3057

REQUIREMENTS OF OREGON'S PREVAILING WAGE RATE LAW

Public contracting agencies are required to enter into written contracts for the construction, reconstruction, maintenance or repair of any public work. (Maintenance does not include work of a short term nature such as janitorial services.)

BID SPECIFICATIONS REQUIREMENTS

No bid may be received or considered by a contracting agency for a public work unless the bidder agrees to pay all employees the prevailing rate of wage. (ORS 279.025)

The specifications for every public works contract must include the current prevailing wage rate in effect at the time the specifications are first advertised. (A statement incorporating the existing rates by reference will not satisfy this requirement.) (ORS 279.352)

CONTRACT REQUIREMENTS

The contract itself is required to contain a provision that all workers employed under the contract must be paid the prevailing wage rate(s). (ORS 279.352)

BONDING REQUIREMENTS

The law requires that a bond be executed by the contractor for certain public works contracts. If a bond is required by law, but the contracting agency fails to require the contractor to comply with this provision, the public body and officers authorizing the contract may be liable for labor and materials for which the contractor fails to pay. (ORS 279.542)

The contracting agency may pay for labor and services furnished against funds due the contractor where the contractor fails, neglects, or refuses to make prompt payment. (ORS 279.314)

FORM FILING REQUIREMENTS: BY THE CONTRACTING AGENCY

LIST OF PLANNED PUBLIC IMPROVEMENTS - Public agencies are required to prepare and file with the Labor Commissioner a list of public improvements to be funded by the public agency, identifying each improvement by name and providing an estimate of the total construction costs. This form should be filed 30 days prior to the adoption of the agency budget for the subsequent budget period. The list should also indicate whether the agency intends to perform the construction by a private contractor. Revisions to the list should also be filed with the Labor Commissioner. (ORS 279.023; OAR 839-16-008)

NOTICE OF AWARD FORM - Public contracting agencies are required to notify the Labor Commissioner in writing, on a form prescribed by the commissioner, whenever a contract subject to the Prevailing Wage Rate Law has been awarded. This notification must be made within 30 days of the date that the contract is awarded. The form is not required when the contract awarded is not subject to the Prevailing Wage Rate Law. (ORS 279.363)

FORM FILING REQUIREMENTS: BY THE CONTRACTOR

WAGE CERTIFICATION FORM - The Public Works Contractor Wage Certification form is required to be filed twice with the Public Contracting Agency: once within fifteen (15) days of the day the work first began on the project, and once before the agency makes its final inspection of the project. The form must be filed by both the general contractor and any subcontractor(s) engaged on the project. A true copy of the Certification must be filed with the Wage and Hour Division, Prevailing Wage Section, of the Bureau of Labor and Industries at the same time the form is filed with the Contracting Agency. A certification need not be filed with the Bureau when the contract awarded is not subject to the Prevailing Wage Rate Law. (ORS 279.354; OAR 839-16-010)

The above referenced forms may be obtained from the Bureau of Labor and Industries, 1400 S.W. Fifth Avenue, Portland, OR, 97201, phone: 229-5750.

9617

May 6, 1983

Meridian Rock, Inc.
P. O. Box 2594
White City, OR 97503

CON 5
#9617

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9617 for work on the Green Springs Highway at Emigrant Park Road in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
William Maude

Hansen & Rowland

Insurance

April 25, 1983

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

RE: Meridian Rock, Inc.
OSHD Contract 9617, Green Springs Hwy.
at Emigrant Park Rd. Jackson Co.
United Pacific Bond No. U44 26 78

Gentlemen:

At the request of our contractor, we are enclosing two copies of the contract documents on the above described contract. Also enclosed are the required certificates of insurance naming the State of Oregon as additional insured as respects this project.

We trust you will find the enclosed in order, however should there be any question, please call.

Sincerely,

Tomi Lou Smith

Tomi Lou Smith

CC: Earl W. Lininger, President
Meridian Rock, Inc.
P. O. Box 2594
White City, OR 97503

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APR 27 1983
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DEPARTMENT OF TRANSPORTATION

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A division of LaBow, Haynes Company, Inc.

Meridian Rock, Inc.
P.O. BOX 2594 * WHITE CITY, OREGON 97503 * (503) 779-7221

April 11, 1983

Mr. Robert Gormsen
Department of Transporation
121 Transportation Building
Salem, Oregon 97310

Re: Minority Business Enterprise Participation
Green Springs Hwy. at Emigrant Park Rd. Sec. #9617

Dear Mr. Gormsen:

In order to meet the minority enterprise participation goals on the above job, we propose to have J & J Fencing of Springfield, Oregon do the following work:

Item #15	Type 2 Delineators	25 ea. @ $18.00	$450.00
Item #16	Type 3 Delineators	10 ea. @ $20.00	$200.00
Item #17	Single Mailbox Support	1 ea. @ $150.00	$150.00

If you need any further information please give us a call.

Sincerely,

Meridian Rock, Inc.

Earl W. Lininger

Earl W. Lininger

EWL/ac

RECEIVED
APR 1[illegible] 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9677

HIGHWAY DIVISION - ODOT LOC 3

FILE April 6, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 7, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 7, 1983 on the following projects:

1. S. Banfield Intchge.-S.E. Washington St.
   East Portland Freeway, Multnomah County
   Grading, Paving and Structures

   Project rescheduled to later bid opening.

2. Green Springs Hwy. at Emigrant Park Road
   Green Springs Highway, Jackson County
   Grading and Paving

   Left-turn lane construction. Four-foot shoulders throughout the project for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "..footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.."

3. S.W. Park Blvd.-Airport Way (Ontario)
   Olds Ferry-Ontario Highway, Malheur County
   Grading, Paving and Signals

   Four-lane with left-turn median lane and four-foot shoulders. Curb and five-foot sidewalk on most of the project. Curb ramps and pedestrian signals will be installed.

4. Chemawa Interchange-Pine Street
   Pacific Highway at Salem Parkway, Marion County
   Illumination and Signing.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willamette River (Marquam) Bridge
Pacific Highway, Multnomah County
Structure

Deck Repair

Same as No. 4.

JWG:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Frank Terpin
George Bell
Don Harwell
D. A. Ridings

nig 9617

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-15-(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30068

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-16-83

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION

GREEN SPRINGS HIGHWAY AT EMIGRANT PARK ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Grade and Pave (Channelization)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping,SF	$2,000
Temporary Pavement Striping,SF	500
Temporary Erosion Control	1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 14, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $107,308; Federal Funds $94,592.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 23 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig w/ att. to
3/23

14. DATE 3-16-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

9617 1-5-82 4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. Various

5A. COUNTY NAME Various

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/5/82

8. FEDERAL ROUTE NUMBER Primary Routes

9. STATE ROUTE NUMBER ----------------

10. GENERAL LOCATION:
See Below

11. GENERAL DESCRIPTION OF WORK
Withdraw Projects

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 12/31/81 I approve the withdrawal of the following projects. Preliminary Engineering will be State financed. No Federal Funds will be claimed on any project.

Project No.	Section	County
F-13(7)	Rogue River - Mallory Lane (Shady Cove) Sec.	Jackson
F-13(8)	Crater Lake Hwy. @ Jct. Sams Valley Hwy. Sec.	Jackson
F-15(5)	Green Springs Hwy. @ Emigrant Park Rd. Sec.	Jackson
F-52(1)	Myrtle Cr. Hwy. @ Chadwick Lane Sec.	Douglas

IVED
HWY ENG
7 '82

14. DATE 1/5/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

4617

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

December 31, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Withdrawals

I request your approval to withdraw the following listed preliminary engineering projects since subsequent to program approval a decision was made to finance the preliminary engineering with state funds.

Project No.	Section
F-13(7)	Rogue River - Mallory Lane (Shady Cove) Sec.
F-13(8)	Crater Lake Hwy. @ Jct. Sams Valley Hwy. Sec.
F-15(5)	Green Springs Hwy. @ Emigrant Park Rd. Sec.
F-52(1)	Myrtle Cr. Hwy. @ Chadwick Lane Sec.

There are no federal funds claimed on the above projects and enclosed are modified project agreements for project F-13(7) withdrawing the amounts currently under project agreement.

Approval of this action will release $16,130 in federal funds for use on other projects.

CL:bkc
Enc.

cc: R. Hacek
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9617

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -15(5)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10083

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/10/80

FEDERAL ROUTE NUMBER Primary 15

STATE ROUTE NUMBER Primary 21

GENERAL LOCATION:

G. P. Lt. Turn

Green Springs Highway at Emigrant Park Road

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $4,000 - F.F. $3,526
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 12/2/80.

DATE 12/10/80

SIGNATURE OF APPROVING OFFICIAL G K H

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979 631-056

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

21

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Green Springs @ Emigrant Park Road

HIGHWAY NAME: Green Springs

HIGHWAY NUMBER: 21

REGION: 3

ADMINISTRATIVE DISTRICT: 8

COUNTY: Jackson

CITY:

LENGTH: 0.1

MILEPOST NUMBER: 4.6 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct a left turn refuge @ intersection of Green Springs Highway and Emigrant Park Road.

REFERRED TO
Stoudenmeyer
Mann
Watson
Lou
Beard
Cole ✓
Erikson
Dorn
Hager
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Verstong ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUL 25 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 3000 1978

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 7/14/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER. AND WIDTH
TRAVEL LANES	2 @ 11'	2 @ 12'
SHOULDERS	2 @ 2'	2 @ 6'
MEDIANS		— — —
PARKING LANES		— — —
SIDEWALKS		— — —
BIKEWAYS		Shoulder Bikeway
INTERCHANGES		— — —
OTHER:		Left turn refuge - 14' Width

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☐	☒
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☐	☒
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ________________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(22 mo.)	1 mo.
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	________ (Region)	N.I.P. '85 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Crushed base	16	-
AC	4	2

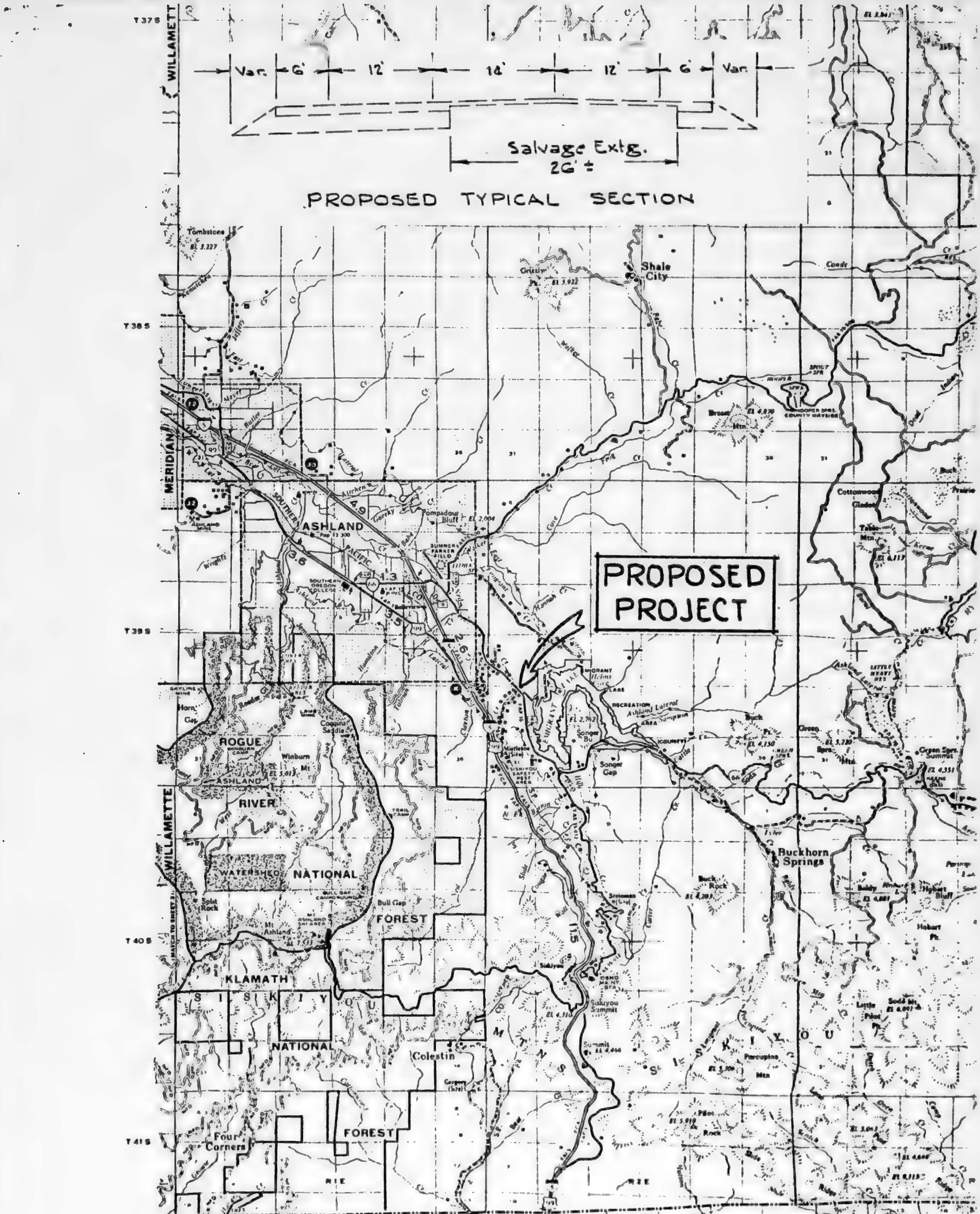
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$3,600.00	7,000
RIGHT OF WAY		
TRAFFIC CONTROL		6.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P.	$35,000	

SUBMITTED BY Wm. Maude


PROPOSED TYPICAL SECTION

Var.
6'
12'
14'
12'
6'
Var.
Salvage Extg.
26' ±
PROPOSED PROJECT
T 37 S
T 38 S
T 39 S
T 40 S
T 41 S
T 48 N
WILLAMETTE
MERIDIAN
WILLAMETTE
Tombstone
Shale City
Grizzly Pk.
Pompadour Bluff
ASHLAND
SOUTHERN PACIFIC
SOUTHERN OREGON COLLEGE
Ashland Mine
Emigrant
Hyatt
Songer Butte
Songer Gap
Siskiyou Safety Rest Area
Mistletoe (Site)
Buckhorn Springs
Buck Rock
Cottonwood Glades
Table Mtn.
Green Spgs. Summit
Baldy
Hobart Bluff
Hobart Pk.
Little Pilot
Soda Mt.
Pilot Rock
Porcupine Mtn.
ROGUE
RIVER
ASHLAND
WATERSHED
NATIONAL
FOREST
Winburn Mt.
Mt. Ashland
Split Rock
Horn Gap
Bull Gap
KLAMATH
SISKIYOU
NATIONAL
FOREST
SISKIYOU MTNS
Siskiyou Summit
Siskiyou
Colestin
Four Corners
R1E
R2E
SISKIYOU
COUNTY
K.N.F.
SISKIYOU
C A L I F O R
122 45
122 40
122 35
122 30
4.9
3.6
1.3
2.6
5.2
11.5
5

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract #9617

OMI

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

This is to certify that the micrographic images appearing on this microfilm are accurate and complete reproductions of the records as delivered in the regular course of business for photographing.

Roll Number 240

Customer Name O Dot Support Services

Classification Contracts

Starting File Contract# 9606

Ending File Contract# 9617

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

Date Produced 6\6\96 Location Eugene (City) Oregon (State)

Camera Operator Beth Strafford

Canon
AUTHORIZED DEALER

ROLL

240

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

ROLL

SERIES TITLE:

Contracts

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IDENTIFICATION:

Contract #9617

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END

OF

ROLL